

Get Nostalgic!  at
TRIUMFEST



CLASSIC NOSTALGIA SHELSLEY WALSH 28-29 JULY 2018

Celebrate the Golden Age of Motorsport
Full Two Day Itinerary of Motorsport & Motoring Fun

Famous Drivers - Trade Stands - Live Music - Period Dress welcomed!

TSSC Triumph Hill Cavalcades on Sat Evening

TriumFest Show & Shine (Sat) - Concours d'elegance (Sunday)

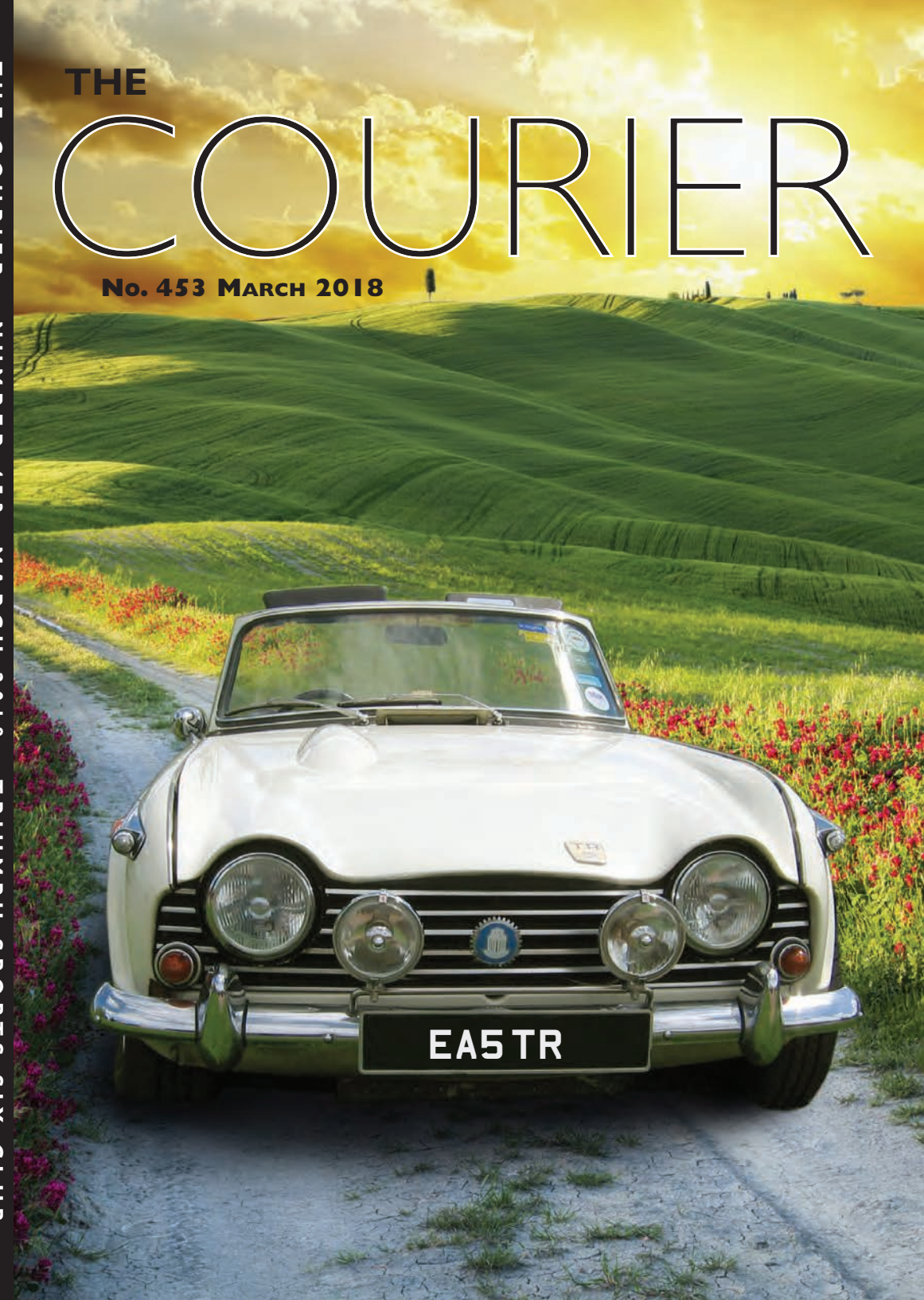
TSSC Exclusive Display Area and Campsite all weekend

More Details/Bookings on www.tssc.org.uk

THE COURIER NUMBER 453 MARCH 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 453 MARCH 2018



THE March 2018

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 453

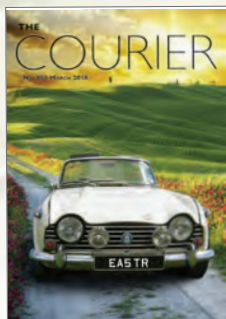
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Cover Shot



HAVE A TErRIFIC
EASTER

PICTURE BY CHRIS RYBAK

Courier Copy/Area news

Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

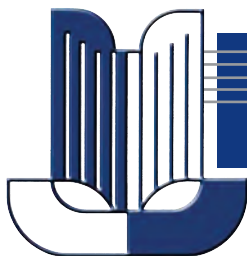
Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2018

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TSSC HQ Services

Tel 01858 434424 E-mail info@tssc.org.uk

TSSC Head Quarters are Open Daily
Monday to Friday from 9am to 5pm
Excluding Bank Holidays

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £49.00
Young Member (Age 17 to 25) £24.50

Direct Debit: Worldwide Membership &
Renewal (From UK Bank Account Only) £44.00
Young Member (Age 17 to 25) £22.00

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

Angie Hill, TSSC HQ - Sunderland Court, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk
Website: www.tssc.org.uk

INSURANCE VALUATION SERVICE -

Please always Book an appointment in advance if requiring a Valuation at HQ.

Or POST/e-mail Form To:

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk
Form on Website: www.tssc.org.uk
TEL: 01858 434424 Fax: 01858 431936

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 0800 013 0080

CLUB SHOP

TSSC HQ Team, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
e-mail: clubshop@tssc.org.uk
Shop Online: www.tssc.org.uk
Tel: 01858 434424 Fax: 01858 431936

TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: trudi@tssc.org.uk Tel: 01858 434424

TSSC MUSEUM

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk Tel: 01858 434424

TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk Tel: 01858 434424

COUNCIL OF MANAGEMENT

2018 meetings:

**March 18th, 10th June, 19th August,
28th October**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:

Chris Gunby

**The New Room, Church Street, South
Witham, Lincs. NG33 5PJ
Tel. 07843 435190**

or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

TSSC AGM

April 15th 2018 from 2.00pm

At TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF

It's Showtime!

By the time this issue of The Courier comes out the first major show of the year - The Triumph and MG Show at Stoneleigh - will have come and gone. I have always liked this particular show because it has been a very good event at which to buy all those parts you need - plus a few other bits and pieces that might just come in useful one day. I believe that this show was originally known as the Triumph Spares Day and although Triumph now shares the billing with MG it remains one of the best shows at which to buy parts while its ongoing focus on Triumph is testament to the ongoing popularity of the marque.

With the days getting longer and the weather (eventually) improving the approach of the show season will hopefully provide the incentive to get the car out of the garage, complete all those jobs that still need doing and get it back on the road, ready to attend the various local and national events scheduled for this year.

For those who were unable to get to Stoneleigh, or those who did but are still in need of more bits and pieces, or those who simply fancy an enjoyable car related day out, the next big national show is the **Practical Classics Restoration Show at the NEC from 23rd to 25th of this month.** Personally I prefer this show to the Classic Motor Show in November. Both shows feature lots of beautiful classic cars, and it is great news for the future of our hobby that there is sufficient interest to justify a venue the size of the NEC holding two such annual events, but in my opinion the Restoration Show seems to have a greater emphasis on the actual repair and restoration process with more in the way of parts for sale and demonstrations and restorations.

The Club will of course be attending the Show so if you are going drop by and say hello. And for those who prefer to visit shows to look at the cars rather than rummaging around looking for parts then of course a telephone call to The Club Shop or a visit to the Club Shop section of the website is the way to go. You could always combine the two by ordering parts in advance from the Club Shop and collecting them at the Show, saving the cost of carriage and getting a 5% discount. New parts, a good day out and saving money. That has to be a win/win situation

Do more with your Triumph - and a set of spanners.



BY NEVILLE WRIGHT
COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

**TSSC NATIONAL, REGIONAL
& EUROPEAN EVENTS**
See also further adverts in Courier

**PLEASE SEND ALL 2018 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.**
e-mail: trudi@tssc.org.uk

March 2018

FRI SAT SUN 23/24/25 MARCH 2018
TSSC STAND AT PRACTICAL CLASSICS
RESTORATION SHOW AT NEC
www.necrestorationshow.com

April 2018

FRI SAT SUN 6/7/8 APRIL 2018
TSSC ESSEX 40TH BIRTHDAY
SOUTHEND. CONTACT ALLAN 01375 672072
or email: miketitchen@aol.com

FRI SAT SUN 20/21/22 APRIL 2018
TSSC OXFORD AREA SPRING AIR & CLASSIC
CARS CAMPING WEEKEND
INCLUDES DRIVE IT DAY
THE DUKE IN CLIFTON OX15 0PE
THOMAS COPE 07972 039 532
or email: imp064@yahoo.co.uk

SUN 29 APRIL 2018
TSSC WESSEX NEW FOREST RUN
CONTACT TREVOR 01425 475376
OR www.triumphnewforestrun.co.uk

May 2018

FRI SAT SUN MON 4/5/6/7 MAY 2018
29TH ISLE OF WIGHT TRIUMPH WEEKEND
APPULDURCOMBE GARDENS
tssciov@hotmail.com OR CALL
ELAINE ON 07842 249591
OR TRACY ON 07754 751672

SUN 13 MAY 2018
SOUTH OF ENGLAND MEET
CAMPING FROM FRIDAY NIGHT
LEATHERHEAD LEISURE CENTRE
CONTACT MICKEY 07773 623807

June 2018

FRI SAT SUN 1/2/3 JUNE 2018
TSSC NORTHANTS AREA
SUMMER HOLIDAY CAMPING WEEKEND
AT TOP END FARM CAMPSITE.
CONTACT e-mail: nigeljohnhawes@gmail.com

FRI SAT SUN 8/9/10 JUNE 2018
2ND NEW DALES RUN

HIGH LANING CAMPSITE, DENT
CONTACT RICHARD 0776 635 4449

FRI SAT SUN 22/23/24 JUNE 2018
**TSSC CORNWALL CAMPING &
CARAVANNING WEEKEND**

BODINNICK FOWEY. BOOKINGS. CAROL
COVENTRY e-mail. carol.63@hotmail.co.uk
07979 464643

SUN 24 JUNE 2018
CAMPING FROM 21ST TO 25TH
DERWENT VALLEY'S 30TH PEAK RUN
www.peakrun.weebly.com

July 2018

FRI SAT SUN 6/7/8 JULY 2018
LE MANS CLASSIC
TSSC AT TERTRE ROUGE **FULLY BOOKED**
TEL. **01858 434424** WWW.TSSC.ORG.UK

FRI SAT SUN 27/28/29 JULY 2018
TRIUMFEST UK 2018
AT SHELSLEY WALSH
CLASSIC NOSTALGIA WEEKEND
BOOKINGS **01858 434424** WWW.TSSC.ORG.UK

August 2018

FRI SAT SUN 3/4/5 AUGUST 2018
LEICESTERSHIRE & RUTLAND AREA
33RD SUNSHINE RALLY
AT GREETHAM COMMUNITY CENTRE
BOOKING FORM FROM NEIL SPENCER
e-mail. triumph20002500stag@gmail.com
07530 307371

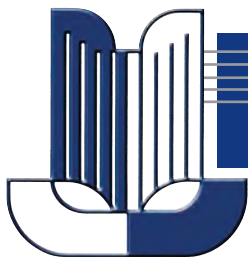
September 2018

SUN 9 SEPTEMBER 2018
**TSSC HERTS & BEDS ALL TRIUMPH &
CLASSIC DAY AT DUXFORD I.W.M.**
CONTACT PETER 01582750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2018

FRI SAT SUN 20 21 22 JULY 2017
SILVERSTONE CLASSIC
www.silverstoneclassic.com/clubs
Discount code 18001ccd



NEWS REVIEW

Monthly News of a Triumph Nature

TSSC EVENTS OFFICIAL ANNOUNCE- MENT

We are heading into another busy show and events season and the Triumph Sport Six Club would just like to publish a reminder of acceptable conduct.

Many of our events are held on Showground's, fields and campsites, this does not mean that

we can accept people moving vehicles that do not have a Full Licence to do so.

Please ensure that as the owner of your vehicle you are responsible for the moving and driving of it.

If anyone is found driving without a **FULL Driving licence** at future events, they will be asked to leave that particular event or show.

Whilst allowing an underage driver to drive your car around at these events is unacceptable and dangerous behaviour it will also **invalidate the Triumph Sports Six Club's Public Liabil-**

ity Insurance, this could leave the Club very vulnerable if an insurance claim was made against the Club in the event of damage or a personal accident. Should anyone wish to discuss this with me please do not hesitate to contact me at e-mail:

chairman@tssc.org or call me **07843 435190**

Yours sincerely,

For and on behalf of the
directors of the TSSC

Chris Gunby
TSSC Chairman



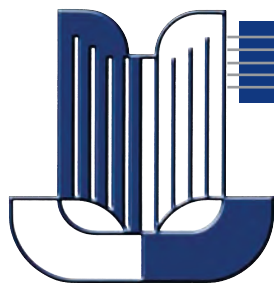
OFFER for March 2018

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

**This Months
Special Offer
Your Triumph
Colour in
Aerosol Can £8
Touch Up Pot £3
Ideal to Spruce up your
Triumph this Season**





THE
TRIUMPH
SPORTS SIX
CLUB

Welcome to

NEW & RETURNING TSSC MEMBERS

Welcome to all
these members, who joined or
returned to the Club in December

Charles Gray	Ayrshire
Jackie Prowse	Devon
Sam Evans	Flintshire
Karen Perry	Glos
Martin Carfrae	Hampshire
Christopher Jackman	Hants
William Crosse	Herts
Iain Atkinson	Kent
Jason King	Lincs
Philip Willcocks	London
Alistair Summers	London
Neville Holmes	London
Allen Vaughan	Norfolk
Christopher & Gillian Starmer	Northants
Robert Brooks	Notts

Craig Balmer	Oxfordshire
Philip Edmonds	Plymouth
Nick Minshall	Shrops
Bob Stonard	Surrey
Jimmy Gee	Warrington
Paul Grogan	West Mids
Ian Meeson	West Yorks
Matthew Brook	West Yorks
Luc Van Hoef	Belgium
Hans Van Oostrum	Netherlands

*We hope you enjoy your
Triumph and everything
the Club has to offer*

TRIUMPH SPORTS SIX CLUB - OFFICIAL CLUB TOURS 2018



LAON HISTORIQUE 2018

18th - 21st May 2018

'Join our partners Scenic Car Tours for their 27th outing to the 2018 Circuit Historique de Laon.'

All prices include: Return P&O Ferry Crossing from Dover/Calais - other crossings available at a supplement • 3 Nights Hotel Accommodation or camping in Laon & Surrounding Area • Entry Fee to the 2018 Laon Historique • Participation in Saturday Rally including light-lunch • Participation in Sunday 'Closed Street Parade' • Optional Participation in Monday Morning Run • Commemorative Tour Rally Plate

Camping prices from £139.00 per person*

Hotel prices from £199.00 per person*

**Prices based on 2 persons sharing one car / one room or camp plot*

Exclusive TSSC Tour



BELGIAN CHOCOLATES & BEER

22nd - 25th June 2018

Just a stone's throw from Brussels stands the old Burgundian town of Leuven, one of Belgium's hidden treasures.

Prices includes: Return Ferry Crossing from Dover to Calais (other crossings available on request) • 3 Nights' Accommodation at the Excellent Park Inn By Radisson Hotel, Leuven • Buffet Breakfast each morning • Exclusive TSSC Visit, Tour & Tasting of Stella Artois Brewery • Detailed Road Book featuring Maps, Directions Great Drives & Local Attractions • Commemorative TSSC Tour Rally Plate

TSSC Members Price £235.00 per person sharing a room/car

TSSC Members Price £395.00 per person in a room/car on their own

Exclusive TSSC Tour



COTSWOLDS, BATH & CHEDDAR GORGE

21st - 24th September 2018

A Wonderful 4 day break to the Cotswolds staying at the Excellent 4 Star Marriott Hotel.

Price Includes: 3 Nights at 4* Marriott Hotel • Buffet Breakfast each morning & Buffet Dinner each evening • Optional drives to Bath, Cheddar Gorge, and the Cotswolds • Detailed Roadbook with Maps, Great Drives & Local Attractions • Complimentary Car Parking at the Hotel • Commemorative TSSC Tour Rally Plate

TSSC Members Price £179.00 per person sharing a room/car

TSSC Members Price £259.00 per person in a room/car on their own

***Bookings for these events are being handled by
Scenic & Continental Car Tours
Book online @ www.sceniccartours.com
or Tel: 01732 879153 quoting TSSC***

Preferred Tour Operator

Tours are organised for the
Triumph Sports Six Club by
Scenic & Continental Car Tours





Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

More of "What's in a Name"

Hello all. In the article "What's in a Name" (January's Courier) I asked if any member was aware of any other car using the Vitesse name. If yes then please let me know. As a result, I am glad to say I have received very interesting feedback from two club members. Firstly, over to **Carl von Ketteler**.

Hi Dave, I just received the new Courier and was delighted to see a few pre-1940 pictures in your article.



Pic.1.



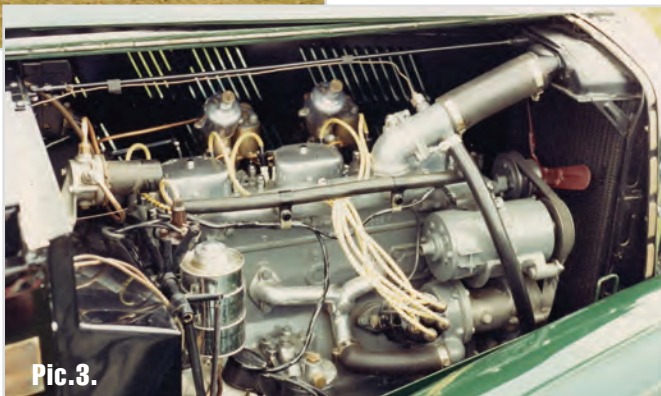
Pic.2.

As I am the proud owner of a 1935 Gloria 6 Southern Cross Vitesse, I would like to make a small correction to your article.

In the times of the original Triumph Company, the name, or better "suffix", Vitesse was used to enhance the more sporty variant of the Gloria range. The Vitesse type of engine had two carbs and normally a faster cam. You could

buy it with any type of body and with 4 or 6-cylinder engine. There was no visual difference until you looked under the bonnet.

Triumph used the suffix "Vitesse" for the Gloria and the Dolomite range. This suggests that the Vitesse we all love so much, is the first Triumph which carries Vitesse as a "name" for a whole range of cars and not only as a suffix for its kind of



Pic.3.

engine. Otherwise it should be called "Herald Vitesse".

The pictures of the wonderful Airflow Gloria, show a special recreation with an original body, which was united with a Gloria chassis a few years ago.

The body was used with a Bentley chassis and the restorer put it back, where it belonged. Pictures 1, 2 & 3.

More info on www.pre-1940triumphmotorclub.org With the best wishes for the new year

Carl von Ketteler

Member 75425

Harkotten, Sassenberg.

The second comes from our man in the States and honorary club member

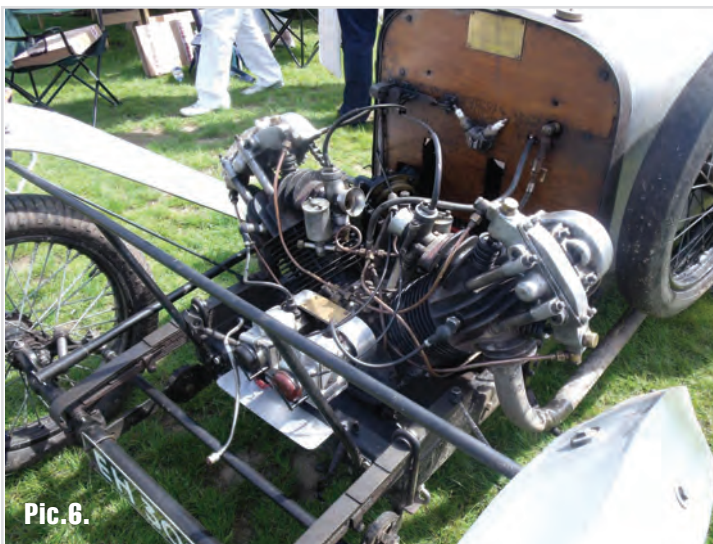
Leon Guyot.

Hello Dave,

The Vitesse name was first used by Austin on their 1914–16 Austin 20 (hp) and 30 (hp) Vitesse models, this was followed in 1922 by G. N. (Godfrey & Nash) on their GN Vitesse Cyclecar, Pictures 4, 5 & 6, and then by Triumph on a car made be-



Pic.5.



Pic.6.



Pic.4.

tween 1935 and 1938. After the last Triumph Vitesse was made in July 1971, the name

remained unused until October 1982, when Rover used it on their SD1 until 1986, and one

final time on their Rover 800, 820 and 827 models, Picture 7, from October 1988 to 1991, at which time that car was re-bodied as the R17 version, which was produced until 1998 as the Rover Vitesse Sport. (From 1987 - 1990, The Australian Rover 416i hatchback was also known as the Vitesse), Picture 8. The Vitesse name was revived on the fabulous Bugatti Veyron Grand Sport Vitesse, from 2011-2015, Picture 9.

Leon Guyot.

Thanks to both members for taking the time to provide more



"The Australian Rover 416i hatchback was also known as the Vitesse. The Vitesse name was revived on the fabulous Bugatti Veyron Grand Sport Vitesse, from 2011-2015, "



information on the subject. I must confess I completely forgot about the 400 and 800 series of Rover Cars. I always welcome informative feedback as it increases our knowledge of all things Triumph.

Well that's my lot for this month and roll on spring when we can get those Triumphs out of their hibernation.

*See you all next month
and Keep Running On All Six
Dave*



Get Nostalgic!

at

TRIUMFEST



CLASSIC NOSTALGIA SHELSLEY WALSH 28-29 JULY 2018

Celebrate the Golden Age of Motorsport
Full Two Day Itinerary of Motorsport & Motoring Fun

Famous Drivers - Trade Stands - Live Music - Period Dress welcomed!

TSSC Triumph Hill Cavalcades on Sat Evening

TriumFest Show & Shine (Sat) - Concours d'elegance (Sunday)

TSSC Exclusive Display Area and Campsite all weekend

See Over for EARLY BIRD BOOKING FORM



Camping from Friday 27th - Midday

at

**CLASSIC NOSTALGIA
WEEKEND
SHELSEY WALSH**

UNDER 16s FREE!

TSSC YOUNG MEMBER:- W/END £15 SAT OR SUNDAY ENTRY £10

Which Triumph Club are you a Current Member of? _____

DATE **Membership No**/.....

Number of Tickets required: Weekend Sat Sun

NAME (MR. MRS. MISS. MS.)

ADDRESS

POST CODE **Daytime Tel No**

E-Mail

Please Make Cheques payable to TSSC Ltd and Return Form to:

TriumFest UK, Triumph Sports Six Club, Sunderland Court,

Main Street, Lubenham, Market Harborough. LE16 9TF

BOOKING FORM ALSO ONLINE AT www.tssc.org.uk

OR www.tssc.org.uk/tssc-triumfest/index.htm

[illegible]

EXPIRY DATE ____/____/____/____/

VALID FROM / / / /

SVN NO. ____/____/____/ (Last 3 digits above Signature)

NAME ON CREDIT CARD

Payment by Cash **or Cheque** **Total** £

NOTE: DOGS WELCOME ON TSSC EXCLUSIVE CAMPSITE ONLY - AND MUST BE ACCOMPANIED AT ALL TIMES

Join us on a wonderful 2 Island tour to

Guernsey & Jersey

3 NIGHTS IN GUERNSEY AND 4 NIGHTS IN JERSEY

LOW MILEAGE DRIVES • SPECTACULAR SCENERY • GREAT BEACHES

Enjoy a fabulous 8 day driving tour to the Channel Islands, where British and French influences meet and where an unexpected mix of stunning scenery, rich heritage and varied lifestyles are waiting to be discovered.

Guernsey is less commercialised than neighbouring Jersey and offers spectacular coastal scenery, crystal clear waters with white sandy beaches, a fascinating maritime and military history and a rich cultural heritage. Located on the eastern side of the Island, St Peter Port is the capital of Guernsey and a bustling harbour town that is widely considered to be the Channel Islands' most beautiful.

Sparkling seas, golden sands, rugged cliffs, picturesque harbours and fascinating countryside await the visitor to **Jersey**, a welcoming island that offers the best of Britain with the added zest of France. The largest and most southerly of the Channel Islands but still only 45 square miles, Jersey is situated on the edge of the Gulf Stream, 100 hundred miles south of England and 14 miles from France and boasts the best sunshine record in the British Isles and a climate which is generally more mild in all seasons than the UK.

May, June & September Departures Prices from £739.00 Per Person

Including

- Return Condor Ferries Fast Crossing from Poole to Guernsey, Guernsey to Jersey & Jersey to Poole
- 3 Nights Hotel Accommodation in Guernsey
- 4 Nights Hotel Accommodation Jersey
- Breakfasts & Dinners as per itinerary
- Detailed Road Book featuring Maps, Great Drives and Local Attractions
- Commemorative Tour Rally Plate

Upgrade to our 4 Star Deluxe Package from just £310 Per Person

FOR FURTHER DETAILS OR TO BOOK
YOUR PLACES ☎ 01732 879153
www.sceniccartours.com

Rediscover the pleasures of driving



Guernsey and Jersey might be small Islands but combined they have a surprising 550 miles of roads. You'll rediscover the pleasures of driving as you explore the spectacular coastlines and twisting country lanes, stop at one of the seduced bays and enjoy lunch or a cream tea at one of the numerous restaurants and cafes. The Channel Islands are just bursting with attractions to visit, especially in the summer months, there are so many choices, that you will need more than a week to visit them all.

Poole to Guernsey/Jersey with Condor Ferries



Set sail to the Channel Islands onboard **Condor Liberation** and arrive in Guernsey in as little as 3 hours. Onboard you can relax in one of the spacious passenger lounges, or enjoy a breath of fresh air out on deck. If you're feeling peckish or fancy a drink you'll find something to satisfy you in the Island Bar, and Casquets Bistro. And make sure you visit the onboard Duty Free shop where you will find great savings on your favourite brands!

Jersey

GUERNSEY
JERSEY

condor
FERRIES



Scenic &
Continental
car tours



Mk 1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

Clutch Hydraulic Overhaul – Part 2

This follows on from last month's article which dealt with removing the Master and Slave Cylinders from the car and reconditioning the Slave Cylinder. This month I'll cover reconditioning the Master Cylinder and refitting to the car.

Reconditioning the Master Cylinder

The master cylinder is slightly more complex but similar principles apply in terms of cleanliness etc. Also make sure you lay all the parts out in order so you know how to put them back together.

Pull back the rubber shroud on the end, mine was just a bit gunged up as seen here.



Rather gunged up under the rubber shroud

Having scooped out the gunge a circlip is visible holding the actuating rod in place.



Circlip now visible

Use a pair of circlip pliers to remove the circlip.



Circlip removal.

Then withdraw the actuating rod assembly.



Actuating Rod Assembly removed.

Now in a similar manner to the slave cylinder, tap the master cylinder on some wood to loosen up the piston assembly.



Piston Assembly removed.

bly, keep tapping until it pokes out then pull to remove it.

Next the rod valve piece needs to be removed from the spring



Spring and Rod valve assembly.

Next the spring and rod valve assembly need to be removed from the piston. A bucket type

cup, it has a keyhole type fix-



Removing the clip with spring and rod valve assembly

clip has to be removed by levering up a tab to release it.

Now remove the small valve seal from the end of the rod.



Spring and rod valve assembly removed



Keyhole arrangement in the Spring cup

Then work on the piston, remove the seal from the piston. The cap is the last bit to clean up, remove seal from the cap.



Rod Valve and Spring assembly after splitting

ing, just move the rod end across and wriggle it out.

Now pull back the plastic valve cup, revealing the spring washer, remove the spring washer.

Now remove the small valve seal from the end of the rod.



Plastic valve cup removed from the rod and spring washer revealed.



Small valve seal removed.

Now thoroughly clean everything, like before use methy-

lated spirits for all internal parts and surfaces with a lint free rag or strong paper towelling.



Remove the seal from the piston.

The rebuild kit consist of Piston Seal, small valve seal, spring



Piston Seal removed.

washer, circlip, cap seal, rubber shroud and rubber grease. First rebuild the rod valve



Cap Seal to be removed.



Rebuild Kit contents

assembly with the new small seal, lubricating it with clean brake fluid and adding the spring washer behind. Then you can replace the plastic valve cup.



Small rod valve seal and spring washer replaced.



Plastic valve cup back in place

Then reassemble with the spring and spring cup locating in the

keyhole fixing.

Then add the new Piston seal,



Spring and Valve assembly.



Piston Seal fitted, note the wide lip faces away from the piston.

lubricating with clean brake fluid of the type you have selected.



Circlip back in place holding the actuating rod assembly in place.

Now replace the operating rod assembly, securing in place with the new circlip supplied using circlip pliers.



Spring Rod Valve and Piston re-assembled.

(See brake fluid advice section below)

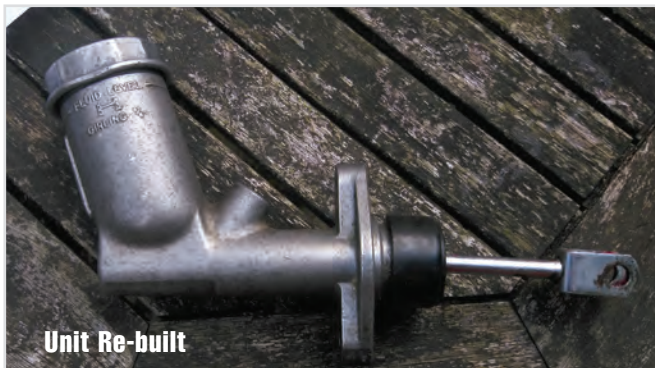
Spec	Base	Minimum Boiling Point		Compatible with			
		Dry	Wet	DOT 3	DOT 4	DOT 5	DOT5. 1
DOT3	Glycol	205 Deg c	140 Deg c	Yes	Yes	No	Yes
DOT4	Glycol	230 Deg c	155 Deg c	Yes	Yes	No	Yes
DOT5	Silicon	260 Deg c	180 Deg c	No	No	Yes	No
DOT5. 1	Glycol	260 Deg c	180 Deg c	Yes	Yes	No	Yes



Filling the Rubber Shroud with Rubber grease

Next Stretch the rubber shroud over the operating level fork fill with Rubber grease and push into place.

One extra point worth considering is, if any of the threads for the hydraulic pipe or bleed nipple are gunged up or damaged



Unit Re-built

Replace the Cap seal and Cap, then the unit is ready for re-fittment to the car.

on the master or slave it's worth running a 3/8 unf tap down them to clean them out.



3/8 Tap

REFITTING THE UNITS TO THE CAR



"Here are the re-built units ready to re-fit to the car complete with my new braided aeroquip hose."

I fitted the hose to the slave cylinder first, I also found a new bleed nipple in my parts stash so replaced that too.



Slave with new hose and bleed nipple

Then the Slave was re-fitted, being careful to ensure the ac-

tuating rod was correctly located with the clutch operating lever. Also ensure that the bleed nipple is at the top and the hose at the bottom.

Then refit the Master Cylinder,

nice new split pin. Then wriggle the boot into the slot on the bulkhead to provide a seal.

Next the braided clutch hose was fitted.

Then it was time to bleed the



Rebuilt slave cylinder re-fitted



Master Cylinder installed with New Clutch hose

first bolt it into place, then ensure that the rubber boot is put in place on the master cylinder body but without positioning on the bulkhead before re-attaching the clevis pin with a

system. I use a simple one man bleeding kit, but there are more complex professional systems available or the old favourite, the easy bleed which uses car tyre pressure.



Fill up the master cylinder reservoir, attach your chosen bleeding tool and open up the bleed nipple. Pump through to remove any air bubbles, making sure you top up the reservoir before it empties.

I've found that the GT6 clutch is really easy to bleed so should be done pretty quickly.

Once the system is bled, start the engine and test that the clutch works by ensuring that it's easy to select a gear.

Reassemble the interior by re-fitting the gearbox tunnel, carpet, dash support, trims etc, but before you do it's a really good idea to check and top up the gearbox oil while the cover is off.

Then it's Job done!

Advice on Brake Fluid

In the Previous table shown one important point to note when rebuilding or replenishing the brake or clutch fluid is the choice of fluid.

There are several types of Fluid available identifiable by the "DOT" specification.

DOT 3 is the original specification used on our cars and is a Glycol based brake fluid.

DOT 4 is an improved version, still a Glycol based fluid but with a higher boiling point and is mixable with other Glycol based fluids.

DOT 5 is a silicon based fluid, with a higher boiling point than **DOT 4**, advantages are silicon fluid doesn't dissolve paintwork if you have a spillage. Disadvantages are it must never be mixed in a system with any of the Glycol based fluids. **DOT 5** must also be avoided on any cars with ABS as when the ABS system kicks in the silicon fluids tend to froth and lose performance, obviously not an issue for our cars as they don't have ABS!

DOT 5.1 is the most modern fluid, used in most new vehicles, it has a similar boiling point to DOT 5 (ie higher than **DOT 4**) but has the advantage that it can be used in vehicles with ABS. It is Glycol based so may not be mixed with **DOT 5** but is OK to mix with **DOT 3** & **4**.

So in terms of mixing, **DOT 3**, **DOT 4** and **DOT 5** are compatible with each other as they are all Glycol based.

DOT 5.1 is incompatible with any of the others. If a system has used **DOT 3**, **4** or **5.1** then you must **NEVER** top up with **DOT 5** unless you purge and re-build the system with new seals. Likewise you should **NEVER** top up a system that has used **DOT 5** with any of the Glycol based brake fluids.

In terms of boiling point, **DOT 5** and **DOT 5.1** have the highest boiling points. Under extreme conditions (ie racing, track days, driving mountain passes etc) the brakes get hot and this can boil the fluid, if this happens you will lose braking efficiency and in worst cases you could end up with no braking at all!

For our cars **DOT 5** Silicon Fluid is a good choice as it won't damage the paintwork and has a high performance, however it is more expensive than **DOT 4** and is not always readily available from garages etc if you need to buy some to top up- in an emergency. But you should only change to **DOT 5** from the other Glycol based fluids if you have a newly rebuilt dry system.

I personally tend to stick with **DOT 4** which is readily available and a cheaper alternative to **DOT 5** or **DOT 5.1** but it does eat paintwork, and the recent leaks on mine have certainly taken their toll on the bulkhead of my car.

DOT 3 is quite hard to get hold of nowadays and there is not really any reason to use it over **DOT 4**.

If you do ever spill brake fluid on your car wash it off immediately with lots and lots of clean water. Do not be tempted to just wipe it straight off with a rag as it will often take away the paint if you do this!

From the Archives

This picture taken at the International Spitfire Weekend at Beekse Bergen Holland, not sure of the exact year but suspect it was around 1992, certainly no later than 1996.

Note the unusual 3 rear pipe exhaust system.

Andy



Dutch GT6+ (export MK2)

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I'm currently preparing for the Spring – no, not the Triumphs, although I've done quite a bit of work to them recently and as usual it's the small things that are holding me back, like cash, or finding a good welder... but I've been getting ready for the start of the grass-cutting season and of course the lawnmower won't start. What do you do when the starter won't turn? Buy a replacement starter... and when THAT doesn't turn... suspect the starter solenoid and replace that... and when THAT doesn't work.... suspect the ignition switch. Once stripped, cleaned and lubricated hey presto the starter turned, the engine burst into life... and the starter kept on turning, screaming its' head off at 90000 decibels. So: new ignition key required, and as usual that was the last thing I replaced, instead of being the first. Anyone want a good second hand mower starter motor and solenoid? Working perfectly...

The problem was that the ignition, when it arrived, had no keys. In desperation I tried the old key... and it fitted. It seems that in most agricultural or plant machinery, there is a very limited number of keys, in some makes around half a dozen variations for thousands of vehicles. Criminals have a field day on building sites and



Pic.1.

can drive away diggers or dumpers by using a spare key and there's a very high probability that it will fit the desired equipment.

" You'd think cars would have moved on and to be honest yes there are now thousands of variations of car keys"

All of which can be overcome by software downloaded from the Internet. It wasn't any more sophisticated in the Herald's day either; keys were readily available, ready cut, behind the counter of most parts suppliers or Motor Factors. All you had to

do was quote the code of the old key and one would be selected off a large rack, ready to go ([pic1](#)).

If you didn't have the key code (and many owners wrote it down somewhere handy), well it was relatively easy to find.

If you look at the ignition switch unit, you'll probably see



Pic.2.

the key number clearly visible on the front ([pic2](#)). So: if you can gain entry to a Herald, then



Pic.3.

off to the parts desk you can go and get a brand new key over the counter. This is why, in days gone by, there was such a market in physical devices to stop vehicle theft. Entry was relatively easy, and these days due to electronic key cloning clamps and locks are starting to come back, although the advent of the cordless angle grinder has made many obsolete already...

Incidentally you can buy a brand new ignition unit that is a straight fit for Heralds, complete with two modern keys, off the rack in my local Autofactors for £6.99 (pic3).

Door locks are a slightly different matter; here the manufacturers knew that a visible code meant easy theft, so it's hidden inside the mechanism itself. Losing a door key may have meant breaking or removing a window, or prising open a quarterlight, but at least it can be replaced. Handy too if you buy

a good spare handle at an autojumble, and get it cheap as there's no key... you'll find the code stamped on the lock barrel.



Pic.4.

rel, just at the end of the tumblers (pic4). This is the location



Pic.5.

for your old locking petrol cap



Pic.6.

too, once you work out how to remove the lock barrel.

The boot lock code is stamped on the square shaft at the end (pic5); both Heralds with boot handles and the Estate tailgate handle used the same location (pic6).

Even the glove box is no exception; you'll find the code on the rear of the lock body.

Most of this is academic but if you are heartily sick of having a huge bunch of keys – ignition, door, boot, glovebox, you can either replace the barrels with new one which use the same key number and have one or two to fit all, or else order a replacement key using the code and have a locking door or boot again. Barrels are readily available, I've just priced an on-

line pair with keys for £4.99, brand new and boxed.

Next time you're at a show, or autojumble, look for the man with the spare keys. There's always one. See if your ignition key is there and if so, maybe a spare wouldn't go amiss.

If, like me, the grey matter is starting to deteriorate, not to mention the trouser pockets,

you may want to hide a replacement key somewhere around the Herald in case you lose the main one. Remember that it has to be somewhere that you don't require a key to access! One favourite spot back in the day was inside a light lens, either sidelight or taillight; screw off the glass, lay the key flat on the bottom, and refit the lens. You could also use one of the little magnetic key boxes as along the top of the chassis rails is a handy spot to wedge one, particularly in the engine bay. Assuming you don't have bonnet locks, of course. Don't hide one inside the hubcap; it may seem like an ideal spot but the resulting clattering will drive you round the bend.

When I bought my 1200 convertible, the owner's handbook had a few handwritten notes from the dealer to the new owner and the one I particularly liked said: *"Your spare keys are hidden under the washer bottle."* And they still were, forty three years on... rusted to the bulkhead under a piece of black tape (pic7).

Obviously one key for ignition, doors and boot and one for



Pic.7.

glovebox, so I'll have to make sure I use the same original items during the rebuild to save poking holes in my trouser

of my original keys, and not one appears to ask for any kind of proof of ownership. So: the only way to be really sure that

10. Other Numbers (where recorded)	Key number FS.948, FS.904	Pic.8.
11. Details of Factory Fitted Equipment	Heater, Windscreen washers, 520 x 13 Whitewall tyres, White Hoodstick cover, Carpets	

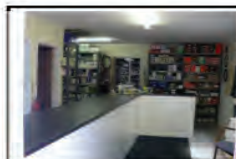
pocket with a huge bunch. Of course, if you want to find out if yours have even been changed, your BMIHT Heritage Certificate will often list the original key numbers. (pic8)

Just as a test, I found six online sellers within minutes, all able to supply me with copies

no-one can steal your car is to buy up all the keys of your particular number, and then the criminal can't get his hands on one. Simples!

Of course, you'll need a really big key ring....

Colin



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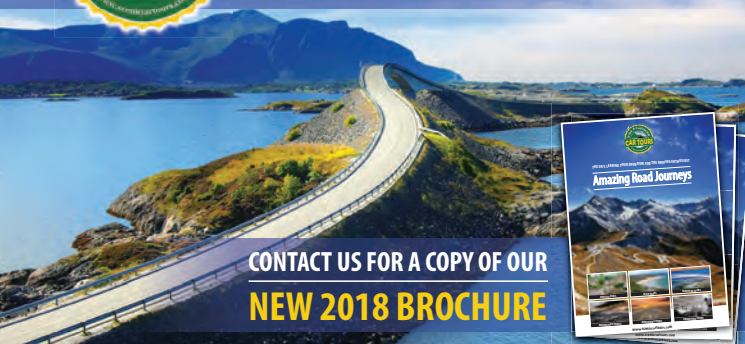
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Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorbers GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Sincro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
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TR6

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Sills O.E. 903097/8	£87.50
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Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£170.00
A' post lower filler panel 706288/9	£27.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£195.00
Rear wing front repair panel	£30.00
Rear wing rear repair panel	£32.50
Rear lamp panel 716182	£240.00
Rear valance 908970	£110.00
Boot floor	£180.00
Boot lid 911327	£600.00
Rear inner wheel arch 725563/4	£190.00
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Hard top rear screen seal 911040	£55.00
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 91271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£20.00
Front suspension vertical link	£125.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£385.00
Recon exchange J Type O/D Mk IV	£385.00
Recon exchange J Type O/D 1500	£385.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£95.00
Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Clutch shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£55.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,300.00
Front wings Mk II 908113/4	£144.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk III 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
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Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk II/III rotiflex GBS750	£17.00
Brake shoe non rotiflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

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Dolomite Rear lamp assembly R/H TKC938	£52.50
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Headlamp bowl 1300/1500 Dolo (Square)	£28.50
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Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
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Sprint wheel cylinder GWC1121	£15.00
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ALL MAJOR CREDIT CARDS ACCEPTED



Tired Tyres?

With the arrival of our cars' MOT-free status later this year (in the UK), a greater responsibility will have to be taken by owners to ensure roadworthiness. Actually, we already have total responsibility for roadwor-

the lumps, bumps and potholes in the road.

They are wonderful things and our lives depend on them.

I suspect that most classic cars only do a few hundred or maybe a couple of thousand

For many years now, tyres have been marked with a date code on one sidewall (this could be inner or outer when fitted to the car). It is quite easy to decode the current version of the code that arrived in 2000. It is

Pic.1.



thiness but the enforced annual MOT check by professionals gives us the confidence that our vehicles are safe at least once a year.

Roadworthiness covers almost all aspects of the car, but brakes, steering, suspension and body structure are among the most important. So, what is common to braking, steering, suspension and putting the power down on the road? Tyres, of course, and they are all too often not given the respect they deserve. They are the very things that keep us in contact with the road, hanging on when we go too fast round corners, helping us stop in time in an emergency and helping to cushion our nether regions over

miles a year. That being the case, tyres can become too old to be safe, even though the tread and sidewalls appear to be in good order. About 6 years ago I experienced a blow-out in a front tyre when driving our old coach which had only recently been given the all clear at the MOT. Luckily we were only doing 30mph and ended up in a field but it could have been far worse.

"I can assure you that it was a terrifying experience"

that I never wish to go through again. So don't let your tyres die of old age!

the last four digits at the end of a sequence starting with the letters DOT. In [photo 1](#) the code is 5016, which is interpreted as being manufactured in week 50 (i.e. December) of 2016. So presumably 0100 was the first week of 2000, 1111 was week 11 of 2011 etc. That's simple enough, isn't it?

However, if the code has only 3 digits then it predates this system and the problem here is that it can be impossible to tell in which decade the tyre was made. The one shown in [Photo 2](#) could be week 18 of 1979, 1989 or 1999. Apparently this was because the legislators (the US Department of Transport, hence the DOT letters) and industry at the time thought that



Pic.2.

no tyre would last more than 10 years before being swapped out. They forgot that they were dealing with real people here.

1939 who managed to find some unused original tyres, still with labels on, and he paid quite a high price due to their



Pic.3.

One exception to this 3 digit rule is that tyres made in the 1990s by Continental, and possibly others, had a triangle after the date, as shown in [Photo 3](#). So this one reads week 49 of 1990.

The real issue is that all three digit-coded tyres are now much too old to be used on the road as even the youngest would be 18 years old. They should be retained for display purposes only. The general recommendation is that tyres over 10 years old should be replaced as a matter of course. I did hear a story, probably true, of someone with a vintage car i.e. pre



Pic.4.

originality. What he failed to understand at the time was that they would be too hard to have any grip. He fitted them to his car and it was uncontrollable,

even in the dry.

Tyre rubber comes in the form of a viscous liquid from trees and even when it begins to set the original material is too soft for most practical purposes and deforms easily. To make useable rubber it undergoes a process called vulcanisation whereby additives such as sulphur and the application of heat cause the hitherto long chains of rubber molecules to cross-link and form a much tougher material.

The problem as I understand it is that the vulcanisation process never actually completely stops. So over time the rubber gets harder and harder. If you add to this the harmful action of UV and other nasties in the atmosphere such as ozone then it becomes clear that there is a limit to the useful lifetime of the material. If you look back at [Photo 2](#) you should be able to pick out the fine cracks that have appeared all over the sidewall. This only shows what is happening at the surface.

Anything beneath the surface is invisible and could be a whole lot worse.

As well as ageing, there can also be issues with structural



Pic.5.

faults appearing. A common one is a bulge in a sidewall as shown in [Photo 4](#). If you google 'tyre bulge' or 'tyre faults' you will see some horrifying examples. A bulging sidewall will often manifest itself as a slight side to side wobble when you are driving slowly such as in a traffic queue. A bulging tread will appear as an up/down wobble and cause vibration at speed. These faults could lead to a catastrophic failure partic-

ularly if travelling at high speed when the tyre heats up.

I apologise for this not being specifically about 13/60s but it is a relevant topic for all of us. Many people are not aware of the effects of tyre ageing and how to check the vintage of their tyres so hopefully it has been informative.

Enough about black circles and still not about 13/60s....

....I just wanted to try to solve a mystery. TR4A registration

MCH 755D was once owned by my cousin's husband ([photos 5 and 6](#)). The mystery is that he assures me that not very long ago it was shown as tested and taxed. Now it has completely disappeared from the DVLA vehicle checking system.

So it has presumably been scrapped, written off, exported or re-registered.

He doesn't want to buy it back as he's already got two minters (an MGB and a Mk2 Jag) but he would just like to know what has happened to it and how it's getting on. The photos show that the car was previously black with a white roof but we understand from a later owner that it is now white with a black roof, as if it has become a negative of its former self. So, if you have any information then please let me know.

Thanks,

Phil



Pic.6.



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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

When you dig deep!

Have you ever been at a point where you look at what seems to be a small patch of rust to find it's bigger than you expected? The rust scab was not picked up on the MOT, al-

the driver's seat when viewed from underneath.

Once I started scrapping away, it became apparent quite quickly that



though that was 7 years ago and was what initially seemed

any repair I would have to make would



like a small piece of surface rust around the floor area behind

need to be welded to good metal. Finding that GOOD metal proved a little bit more difficult. The area by the rear trailing arms

**"Not cheap at £90
but will save you
hours and hours
of work in the
long run"**

had been patched before and there was evidence of that. The quality of the repair was OK although I would class it as temporary. So after grinding back we can now see that a lot of the rear floor needs to be cut out.

I would say at this point that purchase the repair panel



(if available) before you cut as it will help later on when you are welding in place. Finding a suitable repair panel proved somewhat of a needle in a haystack affair. One of the normal providers offer one that resembles nothing of the area needed to be replaced, but another well know supplier offers a



really good panel, so shop around. Not cheap at £90 but it will save you hours of work. Well this is the position I am now in ready to offer the repair panel up and cut out the rot. Hopefully by next month the panel is back in place and I can update you.

Paul



MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

TRavelling T'Roo TRalee - 3

PART 3 OF GRAHAM SENIORS'S JOURNEY IN HIS TR6, in Graham's own words.....

WEDNESDAY: RING OF KERRY AND THE DINGLE PENINSULA (255 miles) - *not that I could see much!*

Today was to involve a lot of driving, so I was away by half past nine, and made a couple of circuits of the pretty town of Kenmare, before heading out (clockwise) round the 'Ring of Kerry'. Many websites encourage you to drive 'The Ring' anti-clockwise, to minimise traffic problems on some of the narrower sections – and certainly all coach tours have to operate anti-clockwise – but being early in the season, I had no such issues in a clockwise direction, passing through the villages of Sneem, Waterville and Caherdaniel. I then took the 'scenic route' through Ballinskelligs and Portmagee, which even on this dull grey morning included some stunning views.

Although the cloud had lifted just enough to encourage me to take the top down, the first few spots of rain started to fall after passing through Cahershiveen, and as I stopped for a light lunch at Kells - I had to concede defeat and put the roof back up.

Refreshed, I continued through Killorglin, and left 'The Ring' to 36



"It was nearly eight o'clock by now, and I still had another 60 or so miles to cover, so I continued TRavelling T'Roo TRalee in a TRiumph! "

ERL at Blennerville Windmill

travel northwards to Castlemaine, and on to the Dingle Peninsula – following the north shores of Dingle Bay which, an hour earlier, I had viewed from the comfort of the tearoom. As I travelled westwards, the showers became more long lasting and more frequent, although by arrival at Dingle coincided with a rare dry moment,

so I made the most of this by parking up for an hour to explore the town. Dingle is a pleasant little town, with many distractions to pass the time.

Despite the drizzle that had set in, I very much wanted to visit the western-most points of the peninsula, so I returned to ERL, and set off to explore Slea Head and Clogher Head. One of the websites dedicated to the Dingle Peninsula website had rashly promised:

From Slea Head one can see the Blasket Islands which are the last outposts of Europe and are known as the "next parish

cious sauce, washed down by the obligatory pint of Guinness.

Suitably refreshed an hour later, I left Dingle, and despite the inevitable lack of visibility, set off over the Conor Pass to reach the north side of the peninsula., a steep climb, and a steeper descent which I really must do again in conditions that permit more than 25 yards visibility. Thanks to the wonders of the internet, it is possible to enjoy this drive on one's own computer screen, but at least I can say "I've done that" – even though I actually saw very little at the time. Eventually, as I continued eastwards, the weather abated a little, and for the first time in about fifty miles, I was able to switch the wipers off and admire the scenery once again. The next landmark was the windmill at Blennerville – the largest, if not the only, working four-sailed windmill in Ireland. Unfortunately, the lower section was shrouded in tarpaulins for some remedial work, but at least I managed to record the scene.

It was nearly eight o'clock by now, and I still had another 60 or so miles to cover,

so I continued through Tralee, noting that as the locals would say, I was TRavelling T'Roo TRalee in a TRIumph! Better roads now, but with the downside of a five minute queue for a set of road works, as I continued down the N22 to Killarney, before taking the scenic 'Molls Gap' route through the Killarney National Park towards Kenmare. Despite the increasing gloom (after 9pm on a wet Wednesday), it was clear that this could be a stunning drive in decent conditions. I reached Kenmare around 9:30, and called for a relaxing, musical pint in the same pub as last night before making my way back to the B&B after a hugely enjoyable 255 miles despite the day's 'soft' weather!

To Be continued....

BLOODWISE CHARITY SHOW AT CHEPSTOW RACECOURSE

SEPTEMBER 17th 2017

The Bloodwise Classic Car Show has been one of the largest Welsh Shows of the year for many years. Traditionally held at Tredegar Park until 3 years ago when the venue had to be switched to Margam Park, then this year to Chepstow



At Slea Head Shrine

to America". On this particular Wednesday afternoon, I could see little further than the end of ERL's bonnet, and on the rare occasion that I did step outside, the drizzle was being blown horizontally by a gale force wind!

Despite this, the road itself was spectacular and returning to Dingle around 6pm, I visited one of the many sea-front pubs for a superb meal of cod and prawns in a deli-



Henry's TR5



Henry's TR5

Well as Sir Rod Stewart once said/sang – Every picture tells a story, don't it? – so I'll let the images do just that, but will add a thanks to Henry for taking the time to have a chat about his car.

I also had to take some pictures of this beautiful TR4, but was unfortunately unable to locate the owner, so if anybody out there is or knows the owner of this car, please get in touch.

*A 5 or a 4 is
Fantastically more!*



Beautiful TR4

CLEVEDON FLOWER FESTIVAL 2017

A FANTASTIC day in the sun at the Clevedon Flower Festival with S.Wales TSSC led to a chance encounter with **Les Weekes** as I admired his beautiful TR3. Les allowed me to take some images of his car. There is a saying that you meet the nicest people in a TR, well couple that to my own experiences of meeting some of the nicest people when you visit the West Country plus a beautiful sunny Bank holiday Sunday in the company of S.Wales

stow Racecourse. There is a small fee to enter your Classic car, but it all goes to a very good cause. A number of people commented that there was an absence of auto jumble stalls, but for the first year at this venue, the organisers did very well and I'm sure that this point will be addressed for next year's show.

There were a number of TR's at the show, but this TR4 and TR5 stood out from the crowd.

I had the pleasure of talking to the owner of the abso-

lutely immaculate TR5, **Henry Hoare** being a very modest man, when asked if he would like to send me some words about his car said "write what you like".



**Les Weekes
lovely
TR3**



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THE BONNET**

**THE INTERIOR IS JUST
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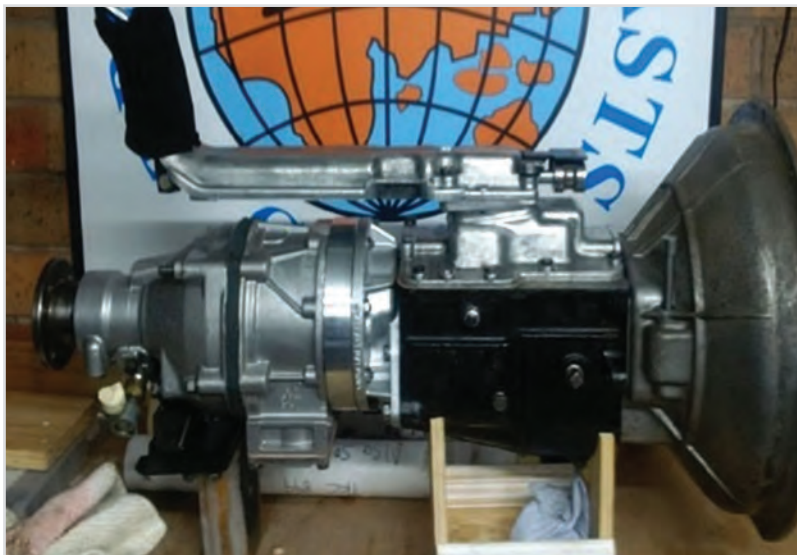
Last month I mentioned I had a technical article for you. Well, it is so *bleeping* cold just now that the fingers aren't working so well on the keyboard so I thought I'd hand this month's pages over to someone in warmer climes, Peter Truman who is, I hope, enjoying summer just now.

Our 3 Rail Spitfire

Gearbox fitted with a J Type Overdrive

Now I can hear you all saying "what's his problem? the early MkIV's were fitted with this!"

Well there were some extenuating circumstances as I'm located in Australia where there is limited opportunity to access spares esp. MkIV, I had a 1500 Single Rail non-overdrive gearbox (ex MG Midget), and I also had several 3 Rail Alloy Gearbox Bellhousings, an early Herald thin casting and a couple of later thicker units which are a copy of the standard cast iron bellhousing (boat anchor)! To purchase a Single Rail Alloy Bellhousing ex UK was prohibitive and I'd heard poor reports as to their quality.



" So after a lot of research and many TSSC Forum questions and very helpful answers from the TSSC Triumph stalwarts Pete Lewis, Marcus (GT6M), and others"

plus separate input from **Mike Papworth** and would you believe in the early days **John Kipping** (now NZ) - wish we could download John's wealth of Triumph knowledge - I decided on a plan of action.

First the J Type OD was rebuilt with a new recon Cone Clutch (NKC40) ex UK eBay at a very cheap 60 pounds vs a re-line cost here in Aus. of \$500. A new pump, pump strap/pin, filters, bearings and seals. I had previously purchased a J Type 3 Rail gearbox to OD adapter (313085).

Now I needed a Vitesse/GT6 or later Spit 4 synchro type 3 Rail Gearbox Case (306468), a single rail OD Mainshaft (RKC767), both of these came from the USA, the case from NY (son cleaning out his dad's left overs) and the mainshaft from Texas. I wanted the Single Rail Mainshaft for its stronger input nose/needle bearing and it would fit the Single Rail gear-



was using a single rail mainshaft with a 3 rail case, the single rail gearbox was 1in longer than the 3 rail so there would be a 1" GAP, see earlier comment re Error No.1! Other than changing to the early MkIV 3 rail mainshaft (TKC899) with the smaller input & needle bearing I would have to install a spacer an-

box internals. Error No.1 here, it'll become evident later.

With the gearbox internals I replaced a lot of spacers and thrust washers, indent springs and balls, plus a new reverse gear idler (21 teeth), all ex USA as a lot cheaper, whilst their international postage/carriage is normally a killer, relatives in Texas can make packaging and bundled items reasonable. I did get the 3 Rail Selector shafts bush's, O rings, pins and bits from Rimmers as they had many on special, except the reverse Mk4 selector shaft washer/spacer (158585) which was NLA anywhere except the USA. This latter stops the selection of two gears simultaneously, so is very important.

First job was to assemble the gearbox i.e. Single Rail internals into a 3 Rail case, that went smooth enough after shimming adjustment, but when I tried to fit the gear selectors, when in neutral the reverse lever pin missed the slot by around 1/8"? Questions to the TCCV Forum showed this

not to be abnormal, the advice was to put the lever in the vice and with a good lump hammer re-align it. Now my lump hammer is a 3lb UK water board (TVCWB) supplied pipe lead jointing knocking up hammer ex 1972. It only marginally displaced the lever and I was scared to belt any harder, so I drilled a hole halfway through the reverse lever and got the alignment necessary, then got a friend to weld the joint up, he's a great welder no dressing needed. He's rebuilt 6 English Classic Cars to concours. I could now select ALL gears, but a bit stiff as it's new.

Next was to fit the J Type Overdrive onto the single rail mainshaft, after aligning the two sets of internal splines in the overdrive and trying to slide the OD down onto the shaft it just wouldn't go home with the gearbox to OD Adapter Plate? After 45 minutes of trying I had No Luck, I was sure the splines were aligned so what was the problem? Then an Eureka moment I

notulus between the Adapter Plate and the Overdrive.

Fortunately I have local contacts, I grew up here in Melbourne in the 50's and early 60's before my father was recalled to the UK and my childhood friend was the son of Australia's largest non-ferrous Metal Suppliers, Geo White & Co (1865) and now his son was MD. A quick call obtained a 7in square bit of Aluminum Plate 1" thick, then off to one of my current close neighbors who has a very large industrial gear manufacturing business to make the annulus adapter and drill out the 8 mounting bolt holes between the adapter and the overdrive. ALL achieved in 2 hours, cost - a cup of Latte, SBA! Hardman Bros' the gear manufacturers have a massive workshop which is beautifully laid out with every bit of equipment you can dream of and all spotlessly maintained! They also do a sideline of MG new wire wheel hubs and splines.

See attached photo of my J Type conversion with Adapter

Annulus, I have yet to install it in my daughter's 1966 Mk2 Spit, and I'll have to change the clutch plate and input flange on the propshaft and also shorten it. That'll hurt as the current propshaft is a new one manufactured here by Hardy Spicer at a cost of \$650, as we couldn't get the old unit to balance, and as my daughter is a trained Aero Space Engineer ANY vibration is a No No!

My excuse of "'Michelle' is a 50 year old car, they all vibrated from new" is totally ignored and I get a lecture on all the different types and levels of rotating mass/vibrations and how to analyse and fix them. She's made computer models for car manufacturers re-vibration analysis, so honestly my "it's near enough" retired Civil Engineer's approach is ignored and it's easier to pay up and fix it!

Just to finish off the antipodean theme this month, Peter has been another great correspondent on the 'alternative Spitfire' hunt for me and the following, both coffee related, are also his contributions.

The first image he found online, but the other "was a large sign approx. 2mtrs long on a wall in a Vineyard Restaurant on the Swan River in Perth WA, we spent 10 days over there early Oct visiting English friends who spend 6 months per year over there, the rest at home near Guildford. Pete and I went to college together in Middlesborough, shared a flat, he was our best man and they

got married 2 days after us."

Suzie



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TRIUMPH

BIG SALOONS

CARL SWANSON carlswanson@btinternet.com



New Years day, Brooklands

Hello. Hope you are well. The days are becoming longer all the time, so nice to see that! As I write, we have snow on the cars once again, which must be the 3rd if not 4th time this winter. It's giving the wax a hard time, so we will soon see how its managed to cope.

A good friend of mine had travelled to Coventry, and had been told the Transport museum is a good place to go. Amongst the large collection of cars and vans, bikes, etc, is a 1977 ex West Mercia 2500TC Police car. He didn't take much more details about it, but looks very clean from the pictures. I plan to go sometime later this year, but if you do know the details, please let me know.

When clearing around my loft in the winter, I found a couple of old magazines, with some images of the Triumphs available then. It makes for interesting reading, and an insight into how the Marque was in many potential customers buying channels. Ebay still seems to be 44



The masterly new 6-cylinder Triumph 2000 introduces grand luxe motoring at a medium price

IT IS FAST (nudging 100 mph). It is beautiful (the long low look, interpreted by Michelotti). It is very quiet (two litres shared among six cylinders). It is luxurious, and a delight to drive. So far, so good. You can say the same of many fine cars. But what puts the Triumph 2000 in a completely new class?

Simply, its over-all refinement. The Triumph 2000 is no larger than other cars in the same price

bracket but it has a sumptuousness of appointment and quality of finish that you associate with big luxury cars. It is built with thoroughness and care, with one thought in mind. To make motoring the pleasure it should be for the driver and his passengers. This quality of detail puts the Triumph 2000 in a class all its own.

The Triumph cachet Every car in the Triumph range has been designed to fill a particular niche of

its own. The Herald 1200: still the most advanced light car on the market. The Herald 1200 bhp, front disc, and the open-and-shut sky roof. The Vitesse: only 1 litre car with a six-cylinder engine. The Spitfire: low-price sports with all the home comforts (now offered with hardtop). The TR4: high performance sports at the price of a moderate roadster. And now Triumph 2000 (£1095 tax paid)



Triumph Herald 1200 (From £579 tax paid)



Triumph TR4 (£307 tax)



Triumph Vitesse (£735 tax paid)



Triumph Spitfire (£641 tax paid, hard top £200)

STANDARD TRIUMPH
A member of the Leyland Motor Corporation

**"Rot is endemic,
with facelifted Mk2s
May 74 on - the most
rot-prone of all"**

the best place to find these other than the loft!

While your big saloon is having its annual rest, or are thinking 'I might actually have a look at one of those big cars' maybe worth having a read through

these points I have found..

Rot is endemic, with facelifted Mk2s (May 1974 on) the most rot-prone of all. The front wings are double-skinned around the wheelarches, creating a water trap.

The most common problem is rotten sills and footwells thanks to the drain holes either blocking up or being filled during repairs. The front outriggers under the footwells frequently rot or the windscreen leaking.

The rear suspension pick-up points also dissolve, so check although you can get an idea by removing the rear seat and looking at the state of the floorpan.

The top spring mountings on the rear suspension can rot and sag, so inspect them, along with the sill closing panel and the inner wheelarch. The engines will do 150,000 although the Mk1 2000s has a tendency to blow head gaskets as studs are too thin to be tightened sufficiently without stretching.

Check for end-float in the crankshaft thrust washers by pushing and pulling on the bottom pulley – there should be no more than 0.015" movement. Any detectable movement means the thrust washers have dropped out; the engine will have to be thrown away.

The TR4-based manual transmission rarely gives problems, although the gearchange won't be hurried and the rear layshaft roller bearings can fail. If there's difficulty selecting first and reverse on a 2500, suspect an aftermarket clutch cover which provides inadequate disengagement.

If the overdrive isn't working properly, it's usually down to electrical problems or the gearbox being low on oil. Suspect the wire running through the gearlever, along with relays, wiring and connectors.

Clonking from the rear suspension indicates wear in one of the six universal joints or (more likely) play in the driveshaft splines.

Complete failure is rare, but the rear will get twitchy when accelerating out of corners.

New interior trim is extinct, but everything is available used. The door wood cappings suffer from the sun-light – the lacquer cracks and peels and the wood can split.

So, hope that gives you some insight / things to check / do in before show seasons starts!

As always, any stories, pictures or information about your big saloon, please send to me, as without it, you have to read about me and mine!!

Take care,

Carl



Dream comes true

I promised last month to finish my discussion on the improvements that could be carried out on the rear suspension to improve ride/handling and comfort, however I have a change of plan. To those of you who have eagerly awaited the second instalment, I apologise, and to those of you who are bored with the technical jargon and want a good old fashioned heart-warming, uplifting story to read I give you an article which started in December 2017 with a call to myself from Jane....

Triumph Dream Come True

I am a returning TSSC member. I used to run a pretty standard Inca Yellow 1979 Spitfire 1500 in the late 1990s. That turned to rust when as a family we went overseas and I haven't had a classic since. I never lost my love for Spitfires, but it was not practical to run a classic due to family and work.

Fast forward to last autumn and I was overseas again, this time the family stayed at home for the 6 months I was away with the military in the Middle East. One of my colleagues was also a classic car fan, he has Rochdales and was surprised that I knew what they were! So, one day we were discussing our dream cars and I said mine would be a Spitfire body on a



GT6 chassis with a 2.5 PI engine. Out of interest, I then "Googled" it and found one for sale!

Not long afterwards, my wife asked if I had any ideas for Christmas and also my birthday presents?

"Jokingly, I sent her the link for the car as well as some more sensible suggestions. I didn't think any more of it."

A week or so later there was a strange evening when my wife broke down in the M4 contraflow in our MPV and had to be towed to the services. Then she had to wait for 2 hours to be relayed home, but the

breakdown man said that the battery had packed up.

I came home in mid-December and it was my birthday the following week. Having woken up and opened my presents with the family, my wife (Jane) and I got ready to go out for lunch while my mother-in-law looked after the kids. Just before we were due to leave, the kids were ushered into the kitchen. I assumed they were about to appear with a cake. But no, so we just went to get in the car. As I walked out of the house, some of the neighbours were watching and wished me a happy birthday, but still I suspected nothing.

Then, as we approached my wife's Smart Car, hidden behind it was a Mimosa Yellow Spitfire with ribbons on it. Looking closer, the bonnet decal said 2500i. It was the car from the advert I had sent her

in jest. It really was my dream Spitfire.

The neighbours had been in on the secret and had pushed it across the road from a borrowed garage while we were getting ready to go out, as the big 6 cylinder would have made too much noise if they had driven it!

My wife hadn't even told the kids or her mum for fear of the secret getting out.

I was absolutely stunned. On the way to lunch Jane had to admit to telling a few "fibs". The breakdown on the M4 was actually the Spit. The alternator

packed up and the car died. The previous owner hadn't done many miles in the 2 years he had it and so the fault hadn't shown up. A friend (an Austin Healey Sprite owner) had taken the day off from work to bring it back to Bristol from Biggin Hill. He even used his own free time to fit the new alternator and had been running it each week to make sure everything was ok.

Another friend had helped check over the electrics, which were sorted out by cleaning up the earths and tightening some loosened contacts.

The TSSC helped out too! Jane called the club and was given some useful steers. With their advice, a very honest ven-

dor who sent lots of photos and a friend having a good look over it, Jane bought what appears to be a very solid car in good useable condition.

We are moving to Berkshire soon and luckily the local group meetings are only about 3 miles from our new house.

So, I will soon be going along to talk Triumph with like-minded locals!

The final little bit of the story that makes the new car a bit more special is that it appears to have a long association with the military and especially the RAF. I only know about the last 3 owners



(since 1993), but 2 were RAF and then the army looked after it for a couple of years before I got it back for the light blue. But looking at the advert when it was sold in 1997, it would appear that the body and engine conversions were originally performed by an RAF technician in the early 70s. Subsequent owners have continued the improvements and now she also has:

- Engine rebuild (Triumph Specialists)
- Gearbox rebuild (Triumph specialist)
- Herald 4.11 competition differential
- SS extractor manifold exhaust system
- High torque starter motor
- Type 16 GT6 Brake callipers
- GT6 5.5x13" wheels
- Bosch high pressure fuel pump
- Aldon electric ignition
- Oil filter and oil cooler and unleaded metering unit
- Monza wooden steering wheel
- New carpeting/insulation/upholstery

She also came with a thick file of receipt, photos, MOT certificates, tax disks and a list of work undertaken. I really need to get to know what is standard and what is uprated, but that's all part of the fun. Who knows, my son has shown an interest and



so she might stay in the family for a long time too!

She drives really nicely. With so much torque, once on the move 3rd and 4th plus overdrive are really all you need for normal driving conditions. It's a relaxed drive without the need for gear changes a 1500 would want. She can also cope with motorway speeds, but I must admit I will be wearing headphones when we move down the M4 next month! As Jane has already exceeded all expectations with the best present I could ask for, I will have to leave it a while before I ask to take the car to any shows.

Pete.



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I'm really pleased that Jane rang me and the Spitfire was in good condition. It's always a worry when you try and advise someone over the phone, so having friends go along with her to cast a critical eye over the car and help look for 'trouble' was really useful.

Thanks to Jane for ringing me and Pete for letting Jane twist his arm and persuade him to write the article. It's a brilliant story for the New Year.

Are there any more stories like this out there? If so please send them in, these are the stories that make for great reading.

Next month, Part 2 Rear End Optimisation...
.....I promise.

Steve

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"The Shropshire Group of The TR Register have used Scenic & Continental to organise our spring tours for us. The hotels used have been excellent. The impressive Road Books not only contained routes and maps but also details of the places we were to visit. Scenic & Continental are very helpful and certainly make life easier for the busy leader of a car club."
Joint Group Leader of the Shropshire Triumph Club.

SO WHO IS OUR MAIN COMPETITOR? Believe it or not, our main competitors are the people or clubs who enjoy organising tours or events themselves and are reluctant, for whatever reason to seek help from a company like ourselves as they feel they may lose control of the arrangements or things won't get done in the way they want. The truth is in fact that we are more than happy to allow you to retain as much or as little control as you want. We simply become your back office, your secretary, your booking agent - we are there to help you in any way.



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Made in Maida Vale

My inspiration for my piece this month came from a picture of the royal blue car here, 337WPA, that I came up recently on t'interweb. I suspect many of you do not recognise what it is; the car is/was for sale, and here is the dealer's blurb:

"Finished in royal blue, complemented with contrasting black interior. This is a "TRIUMPH SPECIAL", the only one in UK. Built in 1961 by a professional engineer /blacksmith to the exact plans of the Vale 1937 Le Mans racer.

With only 13,500miles from new. A three owners vehicle, all steel and alloy body, she has a large history file, nice patina and great sound. All the style and authenticity of a vintage racer at a fraction of the cost. Chassis GA25924CV its frames are as The Burlington Arrow plans. The nose cone took over two weeks to make, the chap that built it didn't want any part of the bodywork to be fibreglass. Originally he ran the Triumph engine but switched it to the Ford unit for more power."

Strange temporal mix in that description: copy of a 1937 car, apparently built in 1961, and with reference to the Burlington Arrow, which didn't exist until 1982. The chassis number quoted suggests that it was based on a 1961 Herald 1200 convertible.



"Looking at the photos I can definitely see more Burlington Arrow than Vale Special, so I suspect the build date is not 1961, but sometime in the Eighties."

I have written about the Triumph Vale Special before, back in February 1999, this is what I said:

"The car featured this month (JJ1319) was snapped at the Gaydon 75 bash [meeting to celebrate 75th anniversary of Triumph car company in 1998]

last year. It is not really a Herald-family car, but it is, mostly, Triumph. Recognise it? Ok, I'd never heard of it either. Thanks to the splendid information board supplied by the Pre-1940 Triumph Owners Club I can tell you the car is a 1932 Vale Special. It went on to say, 'The Vale Special was made from 1932 to 1936 by a small company based in Maida Vale, London using the Triumph chassis and engine with their own lightweight sporting body. It is believed some 50 or so cars were made, of which this is the fifth produced and first registered on Christmas Eve 1932. This car originally had an 832cc Triumph engine but now has the later available

337 WPA



Coventry Climax 1232cc unit.'

Of course, since there were about fifty built the Vale doesn't strictly qualify as a one

off "special" and since it was factory built it is not a kit car – but who cares? I suppose it fits in more like our Equipe cars in-

sofar as Triumph chassis and mechanicals were supplied to a smaller concern for them to build up into their own model.

Interesting, don't you think?

To my mind this car does have one character trait in common with many specials and kit cars – it doesn't look quite fully "integrated". I don't mean this as a criticism; to me the quirkiness of such limited production cars is a large part of their charm. I'd love to have a drive in this car; it must be great fun.

I wonder how many more have survived?

Perhaps we could build a replica. One day!"

Funny that I made reference then to building a replica; now I know that someone did just that, in 1961!

Further surfing on search criterion "**Triumph Vale Special**" led me to another example, apparently one that once found its way across the pond.

The black car, with racing number 282 (overleaf), was up for auction by Coys in 2016, here's the catalogue description:

"The Vale Motor Company was established in 1931 by Pownoll Pellew (later 9th Viscount Exmouth) as a 'gentleman's hobby', in a rented workshop behind The Warrington pub in Maida Vale. It was initially funded by Pellew (helped by his mother and his actress girlfriend Kay Walsh) and his two business partners Allan Gaspar (with help from his bank manager father), and Robert Owen Wilcoxon (thanks to early film proceeds of his



Vale Special at Gaydon





film actor brother Henry Wilcoxon). It was Henry who designed the striking Vale Motor Co. badge.

The cars were initially hand-made and based on Triumph Motor Company components. The first cars used the 832 cc side-valve engine from the Triumph Super 7 fitted to a chassis bought in from Rubery Owen, semi-elliptic leaf springs all round, and the hydraulic brakes and axles from the Triumph.

Most of the cars had lightweight two-seater open bodies with fold - flat windscreens, but a four-seat version on a long-wheelbase chassis, called the Tourette, was available with the larger-engined versions.

This is one of fewer than 30 Vales surviving and this particular example is even more special because it was the trials vehicle owned by the partner R O "Bang" Wilcoxon; this has been verified by history expert of this marque, Dave Cox. Included in the sale is a copy of his book "Ave Atque Vale" and

correspondence from him relating to this car. The present vendor recently imported the car from the USA where it was much rallied, and he even has a photo of the US celebrity collector Jay Leno sitting in it!

The history file includes a Vin-

ted but are easily removed for racing/hillclimbing. A great sports car for road or track use, with a nice history."

Fascinating stuff, don't you think?

You see I managed to track down a photo of the great Jay



Jay Leno on board Vale

tage Car Club of America log book, pictures of it racing in the US, a collection of period articles and correspondence back to when it left the UK in the 1980s, along with invoices for work done over the years.

The car comes with wings fit-

Leno in the car (apparently he made an offer to buy it that was turned down by the then owner). I'd love to own a Vale Special - if anyone comes across one in a barn please let me know, no one else, just me.

Trevor

PRACTICAL CLASSICS ON SALE NOW



In the NEW April issue...

The **Practical Classics** team head to North Yorkshire in six bargain classics – including a 1976 Triumph 2.5PI – for its annual Winter Warmers driving challenge. **Nigel Clark** reports on putting his freshly-painted GT6 MkIII back together and **Matt George** gets stuck into pulling his TR6 restoration project to pieces. It had been laid up since 1985, so what could possibly go wrong!



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

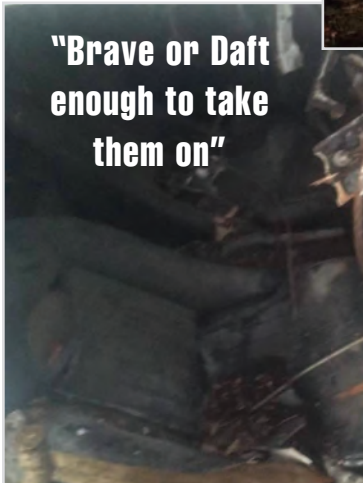
Fancy a 'Field' find?

If you are not looking at a blank page then I have pulled something out of the air, my Bond inbox being fairly bare at the moment! I was pleased to hear that the 2 Litre Convertible I mentioned in my last article has found a very good home with **Paul & Jayne Grogan** - the Grogan family will be familiar to those who follow the three wheeler side of Bonds.

There has been a bit of



"Brave or Daft enough to take them on"



Pair of Equipe "wood finds"

white one when checked on the DVLA website was registered as a [FORDEQLUPEUS](#) - that would certainly not be picked up on a



Equipe activity on Facebook - with two 'field' or perhaps 'wood' finds 4s Equipes being offered for sale - I gather one had a tree growing out of it so these will be major restorations. I hope that there is someone brave or daft enough to take them on. Both of these cars were new to my register - the

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Fuel type:	PETROL
Export marker:	No
Vehicle status:	Tax not due
Vehicle colour:	WHITE
Vehicle type approval:	Not available
Wheelplan:	2-AXLE-RIGID BODY
Revenue weight:	Not available
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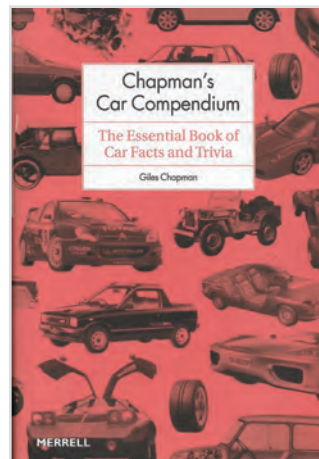
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when they are basically the same except for the engine – the difference in weight makes the cars very different to drive.



And finally, **Phil Wilson**, our esteemed colleague and Herald 13/60 Reg Sec wrote to me recently with an interesting bit of info. "I was recently reading a book called "Chapman's Car Compendium" of 2007 vintage

"How Many Left" search!

As I write this we are getting ready to go to the Triumph and MG show at Stoneleigh so am hoping to meet up with some Bond Owners and many of our Triumph friends there, and hopefully pick up a few more stories to pass on!

One recent query I have had relates to problems keeping paint on the bonnet following a respray - once the bonnet was getting hot the paint was blistering, I don't know what preparation had been done but in my experience one must always take the car back to bare fibreglass, make sure that the fibreglass is dry and to use an etch primer - that has worked for me, time will tell if this will help our unfortunate owner - there is nothing more depressing than having to do a job over and over again. If anyone has some better suggestions -

please let me know and I can pass the information on.

The other query was regarding

A warning of things to come

Modern cars today routinely come with a reflective warning triangle in the boot, ready to be erected near the car in the event of a breakdown in poor weather conditions. Such signs have been standard in German cars for years. The unlikely pioneer of this redoubtable safety aid, however, was Britain's all-but-forgotten Bond Equipe GT 4S, introduced in 1964. Its spare wheel was kept in a recess under the boot floor. When you lifted the cover off and looked on the back, there was a large red triangle painted on a white background. *Motor* magazine praised it in 1966 as 'a novel and intelligent safety device that other manufacturers might copy'. It was right.

heavy steering on a 2 litre car, the primary cause was a 13" steering wheel - the cars were designed with a 15" wheel for a reason! One other thing that does help is a few more lbs in the front tyres. That can make a big difference - it always surprises me how different the 2 litre feels to the 4 cylinder cars

and came across a paragraph about warning triangles.

As Giles Chapman is quite an authority then I assume it to be correct."

Does anyone have a picture of one of these Bond Triangles? – I knew they were done but have never seen one.



INTERNATIONAL LIAISON

DAVE & JO BEARDSLEY international-liaison@tssc.org.uk

Bremen Classic Car Show 2nd – 4th February 2018

We arrived to a cold Bremen on 2nd February, though had a very warm welcome from our German members who have organised a stand at this event for several years.

The Bremen Show has the tag-line 'The Season starts here' in recognition of it being the first major indoor show of the European season. It certainly attracts a sizeable crowd by the length of the entry queues!

The Triumph display was organised by TSSC members **Anton Schlenger-Evers** and **Hans George Stumpf** with the able assistance of their friends in **Spitfire Club Deutschland**. There were two Spitfires owned by one of the local members who had rebuilt both and the theme this year was "**Kinder und Oldtimer - Was gibt es schoeneres**", Kids and Classic Cars – is there anything better. In Germany, the term 'Old-Timers' is used to describe classic cars, and not their owners!

The backdrop to the stand was pictures of the children and grand-children of the members enjoying their Triumphs. It was a great theme and well done.

The show has grown over the years and now spreads across eight halls with a mix of car club displays, model cars, classic car specialists, cars for sale and parts/autojumble.



"The backdrop to the stand was pictures of the children and grand-children"

The German marques were very prevalent with lots of Porsche, BMW, Volkswagen and Mercedes as well as British marques including Jaguar and Triumph.

A particularly well executed stand was the Fiat 500 display which portrayed the car as a



part assembled plastic model, complete with glue, paint and brushes in life size.

After the show closed on Saturday evening all exhibitors met in the Media centre for a

woke up to snow. In the morning we did the touristy bit and had a wander around Old Bremen (the Altstadt), definitely worth a visit, lots of quaint terraced houses, amongst shops, restaurants and pubs.

There were Cars for Sale were housed in the multi-storey carpark adjacent to the exhibition halls. Five levels were used to display a wide variety of cars for all budgets.

There was at least one Spitfire and a TR6 for sale, but it was bitterly cold so we didn't stay out there for long.



Saturday on the Spitfire Club stand saw a visit from **Simo Lampinen**, the well-known works driver with a strong Triumph pedigree having driven Spitfires and various TRs as well as a successful career with Saab. Simo spent a long time with us, sharing his driving experiences and memories for the places it has taken him around the World. A truly charming man if you ever get the chance to speak to him.

beer and snack, a time to relax and reflect on the very busy day.

After that it was off into town for dinner at the Bremer Ratskellar – a restaurant in the cellar of the old Town Hall building. Sunday was set to be a little quieter at the show and



"In the morning we did the touristy bit and had a wander around Old Bremen (the Altstadt)"



"TR6GT The project took four years from the initial idea to the completed car"

Thank you again to Anton, George and all the members of Spitfire Club Deutschland for making us welcome and our trip so enjoyable.

Dave & Jo

The highlight car of the show for us was the TR6GT, made from a TR6 with a GT6 roof panel. The car belonged to Albert Tewes and was built in Poland. The project took four years from the initial idea to completed car.

Next year the Spitfire Club are planning something very special so keep your eyes peeled for further details and if you do get a chance to visit, then it is very much worth the trip.



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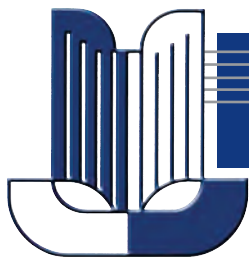
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Courier Articles input

Hi Bernard,

After reading my wife's copy of The Courier, normally I put it away in a safe place and often that is it. I did not do that with the October 2017 issue. Why? I think it is because of the travelogues with 'photos from some contributors which go beyond the regular show and club meeting reports and so added extra and continuing interest. I particularly enjoyed the Continental holiday reports with photographs and also Lynton and Lynmouth Cliff Railway pictures in that issue.

This year that breadth has been continued notably - for me - in January 2018 with the Vitesse article and pictures, which I again intend to keep.

So why am I writing? During this time I have seen pleas from a number of TSSC officers for more copy. Years ago as, quite briefly, the editor of Northern Notes (I hope I have remembered the title correctly) for the Morris Register I know the problem first hand. and hope that by mentioning what I have enjoyed recently in The Courier will spur members and colleagues to send wider Triumph bases experiences. It is just a matter of letting the magazine editor know what you have done and enjoyed - should be easy eh? writing about the fun you've had.

John Dobbin,
Moss near Doncaster

ERL's Saga

Hi Bernard,

After reading My eye was drawn to an article in the January edition of Courier Senior on his 'Epic Monthly Saga' in his TR6. This was on two counts.

Firstly the registration of Graham's car - ERL 178 K. Whilst owning a MkII Vitesse I am also fortunate enough to have a Rover P6 Registration ERL 380 K. The Rover was first reg-

lection of houses, a Baptist Chapel and School in deepest Pembrokeshire countryside. Who has ever heard of it other than locals? I was on my way to a well-known retreat centre Fflad-y-Brenin, virtually next door to another renowned place, the Dyffryn Arms pub pictured in the article. The elderly landlady of this iconic CAMRA pub is apparently noted for her curt manner and giving the customers the option of beer or go without.



istered to a Dr Neville Barker Poulson in East Looe and bore the personalised Registration 9 NBP. This reg. was transferred to a Citroen in 1989 and the Rover was issued with the age related **ERL 380K**. I wonder if this Reg was ever allocated before my Rover received it.

The second eye catcher was the mention of Pontfaen, a tiny col-

Maybe this is just a myth but perhaps Graham can relate his experience.

Thanks to all contributors, particularly **Dave Rumens**, for a good monthly read.

Paul Cook



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MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	11000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	10000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	22000	18000	14000	8000	4000
Spitfire II	sports	1965-67	1147/4	19000	16000	12000	7000	4000
Spitfire III	sports	1967-70	1296/4	18000	15000	10000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 Mk1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	22000	17000	12000	8000	3500
2000/2500S	saloon	1963-77	1998/6	8400	6300	4900	2100	700
	sal/est	1968-77	2498/6	10500	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	3500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

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Back to the Factory

by Paul Robinson - Northern Ireland

No, not back to Canley or any of the other Standard-Triumph factories. The factory in this instance is the former **DeLorean Motor Car** factory in Dunmurry, just outside Belfast and is where, for just one year the famous stainless steel clad, gull wing door DMC-12 was built and later used in the Back to the Future films.

The original factory went bankrupt in 1981 and the site later bought by the French automotive company Montupet who are still there today manufacturing cylinder heads and other aluminium parts. Over the years the DeLorean Owners Club and others have held events in the factory grounds which includes one very interesting feature dating back to the original factory - a short proving track.

Constructed in 1979/80 the proving track included rumble strips to test suspension/rattles, a water splash and other test facilities and included a 45 degree banked corner at one end to allow cars to get up to 70mph. Montupet has no use for it so most of the time it just sits there neglected.



Pic.1. DeLorean proving track back in 1979

"However it has not been forgotten and at various times over the years it has been cleaned up by enthusiasts"

It is still in surprisingly good order although now surrounded by trees and when not in use, rapidly gets covered in moss.

There is apparently a long waiting list to get permission to use the track (presumably when it does not interfere with Montupets operations as the only access is through the factory grounds) and in August 2017

local car parts shop, Carnois-seur from Carickfergus, organised a charity car event at the back of the Montupet factory to raise money for MacMillan Cancer and, along with a static car display, auto test demonstrations (courtesy of Larne Motor Club) there was the option to drive a few laps of the proving track. How could I resist?

We did not have far to travel to get to the event and we set out early. Once you got close there were signposts, although they were not easy to spot and quite a few entrants had difficulty finding their way through the industrial estates and into the event. We found it on our second attempt. The DeLorean Motor Owners club (naturally) were out in significant numbers



Pic.2 DeLorean cars back where they were made

(I counted 13 but there may have been more) along with the Porsche and BMW owners clubs. Two cars from the TSSC were there, Jacqui and myself in our green GT6 MK3 and Colin Tait and daughter in his exceptionally nice dark red GT6 MK2. As it turned out we were the only Triumphs at this particular event

Any type of car could enter and there was a very large variety indeed. There were also a number of TV/film related cars - a huge bat mobile apparently known as The Tumbler, a Nightrider copy and at least one General Lee. Naturally there was one Back to the Future DeLorean copy. Colin and I were parked close to each other, separated by a Caterham seven type car. It was the first time both our GT6s had been at the same event so there was plenty of comparisons being made between the two cars and the various modifications to each.

For example both have HS6 SU carburetors but very different throttle cable arrangements.

All sorts of cars attended There seemed to be quite large numbers of public attend-

retired butcher who explained that he had a customer once, a Mrs Dickson, whose pride and



Pic.3.The Tumbler from Batman.

ing and we were kept fairly busy answering questions about the cars. One person who came up to talk to me was

joy was her GT6. I informed him that he was looking at her former car (she was the original owner, I'm the third). It's a small



Pic.4. Knightrider's "Kit"

Pic.5. Colin Tait's GT6 MK2.



world! It was about 3.30 in the afternoon when the first cars (DeLoreans) started to go out onto the proving track.

The Porsche Club were next followed by the BMW club and then a variety of cars in batches of about six with a pace car in front.

The running joke was that the pace car was to make sure nobody exceeded 87 MPH (another Back to the Future reference).

As stated earlier the track is not used anymore but the organisers had made a pretty decent job of cleaning up the track although there was still some moss on the parts of the banking.

We went out in batches of around six at a time and had

three or four laps. To get onto the track you had to negotiate the two serrated concrete rumble strips.

The GT6 was narrow enough and had sufficient ground clearance to allow me to drive to

close to the track edge with the wheels either side of one strip.

Some of the cars with lowered suspension had to be much more cautious.

We were at the back of our batch and, curious about how the car would feel on the 45 degree banking I took the opportunity to hold back slightly and accelerate into the banking, going a little faster each time. The sensation was very strange as the car followed the line I picked around the banking as if on rails. I could not get too enthusiastic as the trees blocked the view around the corner and I could easily have



Pic.6. Our GT6

Pic.7. The 45 degree banking, complete with moss



ended up catching the car in front. It was over all too quickly and when we came off the track it was time to head home. I remember the DeLorean factory when it was (briefly) in production and have long wanted to have the chance to try the proving track. It did not disappoint and would love the chance to drive it again.

Great day overall.



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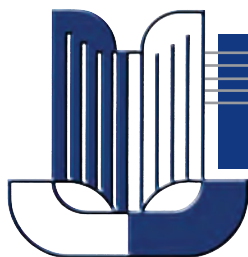


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considered. Mike Carroll (Norfolk) 07828 103064.

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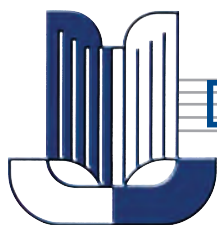
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March 2018

AREA NEWS

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AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691 <i>Harvester, Springfield Quay</i> - GLASGOW. G5 8NP	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 <i>Various</i> - see report in Area news	LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 <i>Cock & Pheasant</i> - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 <i>Advertised in Cumbria News & Website</i>	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 <i>Joshua Bradley, Gee Cross</i> - STOCKPORT. SK14 5EZ	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 <i>The Travellers Rest,</i> Front St - WITTON GILBERT. DH7 6TQ	1ST SUN. 7.30PM.
LIVERPOOL	Alex Cain: 0151 222 2366 <i>Vikings Landing,</i> Stonebridge LIVERPOOL L11 2BD	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 <i>Canberra Club</i> (BAE systems) BALDERSTONE. BB2 7LF	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 <i>Cottage Loaf</i> - THURSTASTON. CH61 0HJ.	1ST TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 <i>Greyhound Inn</i> - RICCAL. YORK. YO19 6TE	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 <i>Crown Inn, Barnburgh</i> - DONCASTER. DN5 7JQ	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 <i>Drightlington Cricket Club</i> - DRIGHLINGTON. BD11 1JU	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 <i>The Bull & Butcher</i> - CORLEY MOOR CV7 8AQ	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 <i>Smalley Common Ex- Servicemens Club</i> - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 <i>Rose & Crown</i> - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 <i>Swan Holme</i> - Doddington Rd - LINCOLN LN6 3RX	1ST WED. 8.00PM.
NOTTS	<i>Nigel Hill:</i> 07976 163006 <i>Sandy Pate Sports Bar</i> - MANSFIELD TOWN FC. NG18 5DA	3RD WED. 7.30PM
NORTHANTS	<i>Nigel Hawes:</i> 07879 491778 <i>Overstone Manor</i> - Sywell - NORTHANTS. NN6 0BB	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 Nick Morse: 01869 246543 <i>Duke of Cumberland's Head</i> - CLIFTON. OX15 0PE	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 <i>The Five Horse Shoes,</i> Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 <i>The Red Lion</i> - Priorslee - TELFORD, TF2 9NN.	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR <i>Sharmans Cross</i> - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

EASTERN AREAS

WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon, Christchurch, BH23 7BQ.	LAST THURS. 8PM
CAMBRIDGE	Tom Hartley: 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan Jannaway: 01375 672072 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Wharf</i> - DARTFORD (Venue Swaps Monthly) The Good Intent - HORNCHURCH	4TH SUN. 12 NOON APRIL TO OCTOBER
NORFOLK	Mike Carroll: 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Mark Smith: 07989 104324 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Hart & Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Derek Hewett: 07749 232024 <i>The Granville</i> - Faussett Hill, CANTERBURY CT4 7AL	1ST THURS. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>Moody Mare</i> - Seven Mile Lane - KENT. ME18 5QY <i>The Royal Oak</i> - London Rd - FLIMWELL. TN5 7PJ	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Lloyd Garvey: 01635 255159 <i>The Cottage</i> - Bucklebury - READING. RG7 6QJ <i>Fox & Hounds</i> - Donnington. - NEWBURY. RG14 3AP	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST TUES. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Laughing Fish</i> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD THURS EVES.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road. - WRAYSBURY. TW19 5DE <i>Tyrrells Ford</i> - Avon, CHRISTCHURCH, BH23 7BQ.	1ST THURS. 8PM 3RD THURS. 8PM LAST THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Bell</i> - WHEYHILL. SP11 0PN	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 <i>Crealock Arms</i> - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	Martin Hughes: 07760 384236 <i>Puriton Inn</i> - Puriton - BRIDGWATER. TA7 8AF	2ND TUES 8.00PM
SWINDON	Guy & Suzie Singleton: 01672 514241 <i>The Village Inn</i> - LIDDINGTON. SN4 0HE	3RD WEDS. 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Alan Gourley: 07802 204068 <i>Six Bells Inn</i> , Broadstreet Common - PETERSTONE CF3 2TN	Last Tues. 7.15pm

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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International Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
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GERMANY	Hans George Stumpf	hgs-systems@onlinehome.de
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SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



ALO REPORT ANDOVER . . . AVON . . . SOUTH BUCKS

TSSC AREA NEWS

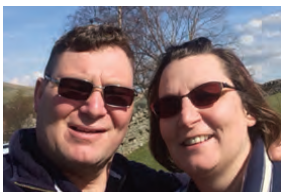
AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk
Tel. 07976 163006

We are still awaiting for registration forms from some areas, may we remind you it is important to get these sent into us if you are having difficulties registering your area please get in touch with Nigel on 07976 163006.

We are looking forward to the annual AGM, the **AO's seminar starting time is now at 11am** hoping to take us to 12.30-1pm, having an hour lunch before the Annual General Meeting at 2pm.

The events diary is getting full for the season around the country, so good to see new events and anniversary events this year. Once again a huge thank you to all involved in organising events. Myself and Nigel hope to see you at the **Practical Classics Restoration Show at Birmingham NEC in March** where we are restoring a Vitesse Mk 1 on the Club stand, hopefully we will be selling the newly awaited regalia range of the Triumph Sports Six Club. We are there for three days so come along and say Hi and make yourself known.
See you soon.



Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org
e-mail: spitfires@cadley.org

A quiet evening for our last meet as it often is in January, just the stalwarts, Ed, the two Bobs and us, but a pleasant evening nonetheless. Looking forward to the evenings getting lighter and more coming put to play, in the evenings and also with the show season not so far away.

Events coming up in the first half of the year, many with application forms already available online, include the Spring Vehicle Meet at Newbury Showground (2nd April), New Forest Run (29th April), TSSC AGM (15th April), the new show at Bowood House, Calne (6th May), Popham Airfield (7th May), Beaulieu Autojumble (14th May), Durrington (14th & 15th July) and Triumfest at Shelsley Walsh (28th - 29th July).

Andy had mentioned at the Christmas meal that the Plough at Grateley had reopened and that he had had a chat with the new landlord who was quite agreeable to us going back there.

We discussed this and decided that, as from the April meeting we would return to the Plough, for at least two months and review the situation once we've seen if it still works for us there. Looking at their website they seem to have a reasonable menu so that may prove useful, think we may try it out.

So, don't forget, as below, **March we're still at The Bell but from April we'll be back at The Plough at Grateley**

Next meetings:

Thursday 8th March - Regular meet at The Bell, Weyhill, SP11 0PN

Thursday 12th April - Regular meet at The Plough, Grateley, SP11 8JR

Guy & Suzie

AVON

Tel. 01454 313768/07816 952524

email: davidstroud.lpcs@outlook.com

Time is certainly marching on; I hope that by the time this is printed we are getting a lot better weather & that the cars that have been tucked away for the winter are back on the road ready for the 2018 season.

Our visit to the local Panto was a great success and enjoyable evening, with every one joining in the booing and hissing, with even some of us cheering for the baddy (Captain Hook), well, someone has to be on his side.

You must admire the cast of any Am Dram production, as when things go just a little wrong, like props breaking and the cast forgetting their lines it creates more laughter from both the audience and the cast.

Our first outing will be on **April 2nd, Easter Monday to "The Festival of Transport" at Coleford in the Forest of Dean**, we will be hoping for a good turnout for this our first event.

Over the years a number of our members, like many others belonging to the TSSC, have undertaken various restoration projects and so I thought that it would be good to highlight what those in the Avon branch have achieved. Hopefully, this will spur on some of our members to complete their ongoing projects on various models of Triumphs.

Starting with Steve Ford, who has been restoring cars since 1979 & has been a member of the TSSC since 1994.

The first project at that time was a 1200cc Herald, since then he has restored or recommissioned a variety of cars ranging from Heralds, Vitesse Mk1 & Mk2. The first Mk2 which he restored in 1994 is still in use today as an everyday car and has completed 77k miles. One of the main modifications to this car was the fitting of Electric Power steering.

This was followed by restoration projects to such cars as TR4, TR6, Mk 2 Jag (converted to running on gas), and two T2000s, two MG Midgets, Mk2 GT6 and a Kit Car.

More recently in 2016, he purchased two 1968 TR250s which had been imported from the USA, as can be seen from the picture one has now been completed after an extensive restoration, which included much of the bodywork being welded or replaced, converting it to RHD which meant a new dash layout and all of the extra wiring which that entails, plus a full refit of the interior.

The second TR250 is sat waiting to be worked on. It can't be brought into the workshop yet as there is someone else's 2.5PI in the way.

You could say that he has been quite a busy bee over the past 24 years, both on his own vehicles and all of the work that he does for friends.

We look forward to seeing some of you in the not so distant future out on the road.

David

SOUTH BUCKS

Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk
www.tssc.org.uk

Fellow Triumphers.

By the time you read this we will have had our January meeting at the Hart & Maggies, if you have any feedback on how it was compared to the Squirrel do let me know.

The annual **Isle of Wight camping weekend** is fast approaching. As of the time of writing I have not booked yet, but I will be sad if I do not end up going. The weekend is a great opportunity to really use your Triumph in a place blessed with wonderful roads and great scenery. There is so much to do on the island and after a day sight seeing you can spend the evening in the pub with your friends. To those of you who do go remember we won the quiz last year so your area expects another victory! The dates for this year

CAMBRIDGE . . . CANTERBURY CHESHIRE



are **4th-7th May**, see the Isle of Wight area part of the TSSC website for more details.

The January meeting was well attended, despite the cold weather, and it was great to see everyone.

Our **March meeting is, as usual, on the 3rd Wednesday of the month, so the on the 21st March from 8pm onwards at the Hart and Magpies pub in Coleshill**, which is between Amersham and Beaconsfield. Hope to see you, and better weather, there soon!

Regards,

Daniel.

CAMBRIDGE Tel. 07795 436149
e-mail: cambridge@tssc.org.uk

Despite the sub zero temperatures and the anticipated arrival of many gritting lorries we managed three Triumphs in the Plough car park in February.

First to arrive was Toby who had driven the hour down from Kings Lynn all the way with the roof down in his Hurricane. He decided he was definitely going back with the roof up but he said the view of the stars on a cloudless moonless night over the flat fenland landscape was worth the near hypothermia. Several cups of coffee from the bar later and the colour was restored to his face.

Next up, after a couple of us in moderns, was Rob in his white GT6. Even Andy and Tim who have until recently been relied upon to join us in their Triumphs favoured warmth and comfort and sacrificial modern metalwork over their beautiful Triumphs.

We all donned our coats when the third Triumph arrived, Mike's convertible Herald. We headed out into the



freezing carpark to get a peek at his new Megasquirt fuel injection conversion. To say that it looked and sounded magnificent was not to do it justice as the level of engineering skill that

had clearly gone into it was plain to see. He even showed us the 'INJECTION' sign he'd cunningly repurposed from a later Triumph on the boot. It looked as if it had always been there under the Triumph sign.

Back in the warmth of the Plough we chatted about wheels and tyres and after admitting that I had found I had two different width wheels on various corners of my Herald I learnt that most of our cars had had 155/80r13 tyres on them originally. Tim told us about an immaculate TR6 he had found, brought over from the States after a nut and bolt restoration and treated to a RHD conversion before the previous owner somehow fell out of love with it. A truly spotless car, bar a few wiring issues left over from the conversion, a true bargain and an amazing find.

We managed to interest Jez and his wife into considering bringing their 1200 Herald Saloon along on the National Drive It Day long weekend excursion to the North Coast 500 across the roof of Scotland on the one track roads with only occasional passing places that Toby has organised for us.

If you are interested, contact me and I will put you in touch with Toby.



TSSC AREA NEWS

Rob shared the latest on his Spitfire restoration - he had for some unknown reason cleaned off the dirt and grime from the old windscreen, two old tax discs and a pair of genuine 80's TSSC club membership stickers and stuck a CT banner across the top instead. Perhaps it was a moment of madness; perhaps it's because he also masquerades as CT's Cambridge area organiser.

There was a warm reception to the idea of a meet up with the Triumph Motorcycle Club in the area even though it may have to wait until the weather warms up a bit. There was less warmth for a suggested Scalextric evening however; just me that's never quite grown up then.

Next meetings are Monday the 5th of March and April the 9th (Easter Monday, the 2nd, is a bank holiday) and the North Coast 500 trip is the 19th to 23rd of April.

Tom

CANTERBURY Tel. 07749 232024

Greetings to you all, a good attendance last night considering it was so cold and wet. I am glad to report that following the rear ending of Reg by a young lady in a vw polo the insurance company have agreed to the stags repair and the parts are to be ordered. Plenty of chat on a variety of subjects, including some new shows for your attention. new events to add to your list

SEM 12/13th May * this is the same weekend as **Leeds Castle Motors by the Moat**, which had already been decided as a club event. some including myself have already booked for the sunday. Please let me know if you have booked, perhaps we could change to Saturday?

Bucket and Spade run 3rd June. This will start from Canterbury garden centre Herne Common and not as usual. Just 1 mile from home!

So the list so far is as follows:-

- Dockyard 1/04 club event**
- Drive it Day 22/04 club event**
- Leeds Castle & SEM 12/13/05 club event**
- Bucket and Spade 03/06**
- Drive to Bentley motor museum 10/06 club event**
- Rare breeds 17/06**
- Tractorfest 18/19 /08 club event (19/08)**

Keep well and get the cars out if its dry. Regards

Derek

CHESHIRE Tel. 07779 878125
www.tssc.org.uk
e-mail: cheshire@tssc.org.uk

I've been drawing up a schedule for Heap the Vitesse and Hark the Herald, as both need valuations this year, there's the usual MOTs, the vehicle 'tax', and to add a little spice to the mix, the lack of requirement for an MOT from May 2018. But just a minute, May starts on May the 1st and finishes on May 31st. After rephrasing the question to Professor Google a number of times, I managed to find the answer from our wonderful government that it is in fact May 20th when this momentous event occurs. I've placed the document I found in the downloads from the Cheshire section of tssc.org.uk.

While I intend to MOT both cars as usual this year, I wondered what you should do to if you choose to run a car without an MOT. I lack the funds to rent a Babel Fish to translate government-speak into sensible English, but it does appear that at the point where one 'renews the vehicle tax', one should make a declaration that the vehicle in question

Cheshire Continues

is in fact a VHI (Vehicle of Historic Interest) rather than just letting it remain as a 'Historic Vehicle' as it says on my V5s. Or is that in addition to it being a 'Historic Vehicle'? What if it's a 'PHR' (Pile of Historic Rust)? What happens in the interim period between the MOT running out and the renewal of the vehicle tax? If you subsequently get an MOT does it cease to be a VHI? Further careful reading indicates the need to fill in a form V112 to gain MOT exemption, but the document fails to say what to do with the V112. I also note that the current V112 doesn't use the term VHI (or PHR). My head hurts.

A number of us are planning to travel to Stoneleigh for the Triumph (and MG) Spares Day. I have confirmed that the MD of Cast Iron World claims to have permission from his diary manager (SWMBO) to attend and use the Head Office main car to attend. Apparently we will share the car with a bumper on the way to Stoneleigh (if the MD can locate said bumper).

Once again an interesting meeting. Again just the one Triumph, Paul's Acclaim. Both John and Adrian report having had their respective Triumphs out of the garage, although the distance travelled outside the garage was not very great. I circulated the document about the new MOT rules, see above, which stimulated discussion. Richard presented me with a catalog (it's an American company) of (Imperial) bearings so I can try and find the right sort of bearings to fix knackered layegars. However the advice was to buy a new laygear rather than machining and sleeving. Richard also tried to return the CIW brazing kit, but the CIW taxi service didn't have enough room so the kit has returned to Crewe for the moment. Steve seems to be making progress on his GT6, which is now in Racing Green or similar.

Hark the Herald has been taking a winter break in Halifax, which started on 10 September, nearly 5 months back. Armed with jump leads and tools, the garage door was opened for the first time since that day in September. The bonnet was opened, the petrol pump lever waggled to get some petrol to that wonderful Stromberg device, then the starter was operated without the assistance of the jump leads. Just at the point where it looked like the tool kit was needed, the engine started and eventually settled down to 4 cylinders and ran up to temperature. Who needs winter maintenance? (Answers on Bank of England notepaper please)

Our next meeting is on **Thursday 1st March at the Cock and Pheasant**. 8:30 start.

Henry

CORNWALL

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Hi All. Thanks to all those that made it to the first club night of 2018. A great turn out and having filled up a quarter of the pub, with most of us eating too, which was not to plan, but may be good to do again soon. A lovely evening was had with you all and a good chat had about up and coming events for 2018.

Our first event for 2018 was Jane and Johns and here is how it went:

A Tour on the Moor - a Bird in the Hand

We were blessed with many more than that! What better to do at this bleakest of months, meet up with friends for a carvery lunch at Ye Old Jamaica Inn, Bolventor, Bodmin Moor. I hadn't been to Jamaica Inn for many many years, so great to go back. It looks to be doing well with a gift shop, farm shop, and museum. Unfortunately Malcolm, Tom, Sparky Dog

and I had arrived a bit clip for time so had to rush straight in for lunch.

Our afternoon had kindly been organised by John & Jane, there was a good few of us, around 18 I believe.

I was just finishing off my lunch, relaxing, glass of wine in hand as Malc was driving, when my attention was diverted by a ruffle of paper under my nose! What? We had to get busy, a car treasure hunt? Well Not exactly!

John & Jane had put together a run out with a car quiz. So I suddenly realised I was not going to be relaxing in the back of the Vitesse with Sparky after all, it was quick find a pen, sit up and take note! There was no time to look around or even have a pudding for us.

Tristan & Trudy were keen and the first out in their Herald, we straight behind them, Malc wanted to crack on Crack on he did!

Sparky and I in back with quiz instructions in hand and in paw! Our son, Tom instructed to keep his eyes peeled and Malc at the wheel. Soon the shouts came from me "eek, slow down!" In a little Vitesse those hedges are whizzing by, it feels like we are top speed but I'm quickly reminded "We're not going that fast!" No competitive streak, eh Malc?

We were told at that start it wasn't a race! We didn't get lost although I did wonder a couple of times . . . but we did keep on track.

There were many twists and turns and plenty of single track lanes, all good fun and of course continually watching out for the road signs and particularly paying attention to the mileage signs as these were what we were collecting, mileage numbers to solve the puzzle.

We drove past St Cleer, through Minions, through Upton Cross, Congdons Shop, Trenault, through Hicks Mill, amongst others then driving over Davidstowe, Tregoodwell, ending up at our destination Rough Tor on Bodmin Moor. The whole journey done in fog adding to the mystery of the moor!

I believe Tristan & Trudy were first but let's not forget it wasn't a race! We all met clutching our quiz sheets, I was still pondering the numbers believing they had to be somehow converted to letters. I didn't listen properly! Trudy was getting close but then Jane couldn't wait to ask, as we all emerged from our cars . . . and the winner is . . .

Anthony and Sally, so well done to them and they received an edible prize. The number sequence we had collected from the clues and mileage signs was infact a Fibonacci Sequence found in nature. Yes a distant memory came! I had heard of it.

Number patterns found in many places in nature, fascinating stuff. This tied in with the afternoon very well as we had arrived to see The Murmuration of Starlings and we were not disappointed, they came out in force, at first small groups, growing in number as we waited patiently supping our hot drinks and eating Christmas cake kindly handed out from the back of John & Jane's lovely TR4 along with choccy bars 'cos we'd been good. Very generous of them, though don't forget some of us missed pudding!

The starlings numbers grew and grew and WOW their display just got better, like they know you are there and they want to impress, they are phenomenal and a delight to observe. Thank you both for a great, well planned, entertaining run out.

We missed you Carol, but sadly the Spitfire was not up to



COVENTRY . . . DERWENT VALLEY



TSSC AREA NEWS

a rally around the lanes. Don't forget you can always drop it down to Malc to go through! Hope to see you all soon, Malc and I are planning a run with lunch Sun 25th Feb, down west, not finalized yet, details to follow, but if you are interested our email mcquick@btinternet.com take care, happy motoring

Claire Quick

Wow thanks goes to Claire for an excellent write up and much gratitude goes to Jane and John for their organisational skills of the car route, quiz and prizes. Gutted that I missed the run but did enjoy the meal with you all. I limped home and abandoned the car to its garage until the following weekend. Took it out for a short drive to Colin's place, were he went through a few things, changed the fuel filter, checked the fuel pipes, which were fine, possible tank debris, so I will keep an eye on that filter! and see how he goes before the next run out.

Until that time happy and safe motoring everyone

Carol

Up Coming Events

March

Thursday 8th Club night at The Hawkins Arm
Zelah 8pm

Sunday 25th Jo and Steves Car Run with Lunch out
Email to follow

Saturday 31st Lands End Trial Meal at the Hawkins Arms Zelah 7.30pm let me know of your attendance.

April

Thursday 12th Club Night at The Hawkins Arm
Zelah 8pm

Sunday 22nd Drive it Day being organised by Colin and Libby email to follow

COVENTRY

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Only three events to report on in January the first being our regular meet the Heart of England at the Griffin Inn Bedworth on Sunday 14th, a dry day but a bit cold saw 20 classic vehicles turnout for what was the last meeting to be held at this location, from February the Heart of England meet will be at Bulkington Workingmen's Club, Chequers Street, Bulkington which has a big carpark ideal for displaying our beloved classics, plus the beer will be cheaper and if the weather is poor they will have the use of the concert room to shelter in. Tea and coffee will also be available.

Our Dalos Day Run on Sunday 21st was planned by Steve & Sharon but unfortunately due to illness they couldn't attend, so thanks goes to Keith & Trish for stepping in and taking charge of the run.

We woke on the Sunday morning to a coverage of snow which continued throughout the run and even though it was up to 6 inches deep in places we were still able to complete the run. Keith & Trish lead the way in their Volvo 4x4 and we were in our Omega but congratulations go to Roger, Dot and Phill for turning up in their Stag for the run. The snow led to a very picturesque winter run and none of us got into any trouble. There were 8 of us in 3 cars on the run but was joined by Rikk & Jeanette for lunch at the Weavers in Fillongley. Well done everyone another great day out in great company.

The following Sunday the 28th we went to the classic car meet at the Barn Restaurant, Willey, Nr Lutterworth, a lovely sunny day and we were able to sit outside by our cars, a fairly good



turnout of over 30 vehicles, of which there was a good representation from the Heart of England, we were joined by Rikk & Jeanette in their Vitesse and Vic & Pat in their GT6. So an enjoyable noggin and natter was had by all.

Our meeting at the Bull & Butcher on Tuesday 6th February was the coldest night of the year up to then with snow starting to fall on the way there, still didn't stop 9 of us arriving for a meal in the restaurant pre meeting to be joined by another 5 for the actual meeting.

A couple of events to mention, **Daffodil Sunday, Monks Kirby is on April the 18th** this year and we have been asked by Bernie of the TSSC HQ if we could fly the flag for them at the **Standard Triumph Picnic hosted by the Pre 1940 Triumph Club at Wroxhall Abbey on Sunday 13th May.**

The **March DALOS run on the 18th** will be planned by ourselves unless anyone else fancies planning a run.

Will be contacting the ASOC to see if they want to plan a run for **Drive it Day on Sunday 22nd April** if not we will join the **Stilton Run.**

Well that's all for now folks lets hope it will be a bit warmer next month.

Phil & Lyn

Forthcoming Events :-

Tuesday March 6th our monthly meeting at the **Bull & Butcher, Corley Moor, 7.30pm.** If you want to join us for a meal in restaurant pre meeting be there for 6.30pm.

Sunday March 11th Heart of England meet at Bulkington workingmen's Club, Chequers Street CV12 9NH. From 11.00am Just turn up.

Wednesday March 14th Skittles/Darts/Quiz/Hot Buffet night at the Queens Head, Bretford, 6.30pm we start throwing at 7.00pm.

Any donations for raffle gratefully accepted.

Sunday March 18th Dalos Day Run details to follow.

Sunday March 25th Barn Restaurant, Willey.

Sunday April 8th Daffodil Sunday Monks Kirby, let us know at March meeting if you want to join us.

Sunday April 8th HoE meet at Bulkington. From 11.00am

Sunday April 15th TSSC AGM Lubenham

Sunday April 22nd Drive it Day?

Sunday April 22nd Stilton Run . Jim Barry
jim.barry@ntlworld.com Tel 01536 724512,
Mob 07952 398638

Sunday May 6th Rushden Cavalcade
www.rushdencavalcade

Sunday May 13th Standard Triumph Picnic Hosted by Triumph Pre 1940 at Wroxhall Abbey

Sunday June 10th Nuneaton Carnival Details to follow
W/E July 27/28/29 TriumFest UK Shelsey Walsh see Courier for details

DERWENT VALLEY Tel. 07970 619149

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e-mail: roger@derwentvalley-Tssc.org.uk

Hi All. Firstly a big thanks to the Notts Area for organising the New Year Run. A fantastic route with a few hairy-scarey moments on black ice. Cracking carvery lunch and a good time had by all.

January's monthly meeting was a fairly quiet affair as would be expected. February's was a fun evening with lots of chit-chat and an impromptu quiz on 70's movies and TV. Surprisingly we all did well. I think the winner cheated as he was being asked twice as many questions than anyone else...how did that happen?

Derwent Valley Continues

One of the Peak Run's biggest supporters passed away peacefully at his home on 17th January. **Des Jackson** (and his wife Jean) attended over 20 of the 29 Peak Run's held to date. Des' red Spitfire with cream interior certainly turned a few heads and this was recognised in the People's Choice Awards more than once. Well the 2018 season is almost upon us and we are busy sorting through which events we can support.



So far we have received information regarding the **Northants camping weekend in June**, the **Leicester and Rutland Sunshine Rally in August** and the **Manchester weekend on the first weekend of September**. All of these are great events and worth attending. Of course there are the club organised **Classic Le Mans and TriumFest with a brand new venue at Shelsley Walsh**.

A few of us have registered to attend the **Nottinghamshire County Show on Sunday 13th May 2018**. Lots to see and do so why not join us? If you wish you can also attend on the **12th**. See the link on our Facebook page for details. You have until **6th April** to register.

Sunday 22nd May is our annual visit to **Sewerby**, invasion of Bridlington and feed the Penguins. Details still awaited from EYTCC.

Sat right in the middle of all this is our very own **30th Peak Run weekend - 21st to 25th June** with the actual run on **Sunday 24th June**. This year's theme is **Gypsies, Tramps and Thieves**.

We are currently planning an activity for **Drive It Day (22nd April)** and details will be on our Facebook page, the Website and in the April edition of the Courier.

That's about for now

Colin

DEVON

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or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

COMING UP IN DEVON

A late reminder of our **MID DEVON RUN on Sunday 4 March**. For our Mad March Hare run we are meeting up at 11am at the **Lords Meadow Leisure Centre at Crediton**, after which Keith & Melissa have organised a great looking run. Keith promises us a 65 mile run taking in Crediton, Great Torrington, South Molton with a coffee / shopping stop en route to lunch at the award winning Ring of Bells at Cheriton Fitzpaine. This run takes in a part of the county we have neglected for a while, so it would be great to see some members from MID and NORTH DEVON come along. Please contact us or Keith asap if you have not already booked and to see if there is space at the Inn.

The visit to **HMS Triumph - the biggest Triumph around** - we are hoping will be **25 March** but note, if this comes off, numbers are expected to be strictly limited, so first come first served on this one, and there will of course be some security

matters to adhere to. As I write this is as yet unconfirmed but more details on this will be emailed and put on the TSSC Devon Facebook page. As an alternative on **Sunday 25 March**, we have been invited again by the **Stag Owners Club to play Skittles at the Westward Inn at Lee Mill near Ivybridge**. Starting at 11 am at the pub. We actually won this last year, so we could do with having a team to play! We do need numbers for this please.

March Club Night at the Claycutters Arms is Wednesday 21 March - hope to see you there.

Drive it Day - this year Sunday 22 April is being organised jointly by Nigel and Darren. Nigel is planning a route starting at **House of Marbles at Bovey Tracey**, with a stop at Exeter Services to pick up other people from that area and then via Willand and Bickleigh to the Ruffwell Inn where they do a great carvery. We will need numbers please by **15 April** at the latest as we expect this to be a very popular event. The pub is Dog friendly as long as on a lead.

Isle of Wight Weekend - 1st weekend in May. Our first foray away this year.

West of England Gathering at Martock - 1st weekend in June - booking up fast for this lovely campsite. Booking forms will be sent out by Nigel via Mailchimp.

We have forms available for a number of events already. **Powderham 7 and 8 July** - note increase in admission charge to £8 per car, and camping now increased to £30 per pitch. This year for the first time, you have to indicate whether you want a commemorative plaque and pay an additional £2 for it. This is the only show you need to enter via us as AOs.

Nigel will be doing a monthly Mailchimp email with details of shows and entry forms for you to use. Remember to put TSSC on your entries so that our cars can be together.

WHAT WE'VE BEEN UP TO

January Club night was as usual well attended, when Nigel and I brought members up to date with events and planning, car problems were talked about and we had a great meal - what more could you want?

We were delighted to hear that newly rejoined member Phil Edmonds has purchased a really nice Mk3 GT6 in magenta - a car we have known previously, and in which we are looking forward to seeing him soon. The last time he was in the club was 1983 with a Vitesse mk2 TUQ905J in Laurel green. Long standing members I am sure will remember Phil. He is planning to bring the car out on Drive it Day.

We have to thank Steve Woollett for organizing a great run at the beginning of March. Meeting up at the Dart Bridge Inn at Buckfastleigh were a good turnout of 10 Triumphs and a couple of moderns and a stunning Jag. It would have been more but Maurice's 1500 had a dodgy clutch and he and Mary jumped in with Dan driving Allan's Vitesse. We were joined by Richard & Ann from North Devon in their van, currently looking for a Vitesse Convertible but restoring a Roadster as well as having a couple of other Triumphs. We hope to welcome you back as members soon.

Despite the iffy forecast, it was dry if cold and windy, with some lovely winter sunshine. Tim & Dawn braved it in the Burlington, Peter Brown also had the top down on his Spitfire as did Anna & Jane in the TR6 - Brave souls! It was good to see Rob Lingard's Spitfire back on the road and looking good with a white hardtop. Steve led us off in his lovely Valencia 2500 PI. It was a lovely route, taking in Staverton and the steam railway line, through to Totnes, up through the back lanes to Harbertonford where Steve picked up Lucy and son George. Then on through more lanes to Bow Bridge where we passed the late Keith Floyd's pub The Maisters, before dropping down to Dittisham where for once the tide was in and the views



DEVON NORTH . . . ESSEX



spectacular. On towards Dartmouth and a stop at the Slapton Ley car park, with the freshwater lake at our backs and an angry sea on the other side. Onwards to the Tradesmans Arms at Stokenham, where we had a good meal before going our separate ways. Proving yet again we are a very family friendly group, we had 3 boys with us, George Woollett, George Lingard and Gabriel Carter, the '3 Gs'. If family Bewick had not gone down with the lurgy, we would have had Robbie too.

DEVON DIARY

Thursday 1 March North Devon Meeting at the Crealock Arms, Littleham

Sunday 4 March Mid Devon Run from Crediton

Wednesday 21 March Club Night at the Claycutters Arms TQ13 0EY

Sunday 25 March Inter Club Skittles at the Westward Inn, Le Mill

Or (if confirmed) visit to HMS Triumph

Sue & John

DEVON NORTH Tel. 07806 351499
e-mail: darren@tssc-devon.org.uk

Date: Thursday 1st February

Venue: Crealock Arms, Littleham. EX39 5HN.

February Club Night was a quiet affair, with just the hard core regulars in attendance. My Herald was back on the road after a few months in dry dock for a variety of winter jobs, mostly just precautionary ones but made sense to get them all done for the approaching season, it was the only Triumph that ventured out....

Mike Hadley had travelled up from Brixham, we were the first to arrive. Not long after Alan & Janet Brace, Alan still hasn't found his next project to replace his yellow 1500 Spitfire that he sold back to a previous owner, and the White MKIII Spit is almost all back together after a brake overhaul and tidying of some paintwork.

Bob Mellor also came along, as did Andy Luckhurst. Andy is on a tight deadline to get his TR4 on the road for Drive it Day, he's done a number of fiddly jobs and the interior is now ordered. Will he make?.....it could be close! Last but not least, Malcolm Huxtable came along to make up a final tally of 7.

Earlier in the week a few Devon members (Nigel Kenneison, Robert Hodgson & myself) attended a photo shoot at the Lynton & Lynmouth Cliff Railway, where we had the opportunity to take our cars up the steepest water powered railway in the world (see pic).....me & Robert jumped at the chance, Nigel didn't think his stomach was strong enough for the experience.....he missed out on something quite unique. The full story will appear in a future edition of Practical Classics and here in the Courier, so for those that subscribe, keep a look out for it.

Remember to keep an eye on the events calendar, check the website for details:

<http://tssc-devon.org.uk/events/calendar.html>

North Devon events for this year include:

Sun 22nd April: Our annual North meets the South run, this year at Ruffwell Inn, Thorverton.

Sun 20th May: Drive to Lynton & Lynmouth Cliff Railway.

Other North Devon events to be confirmed soon.

Date of next meeting: **Thursday 1st March 2018**

Darren



TSSC AREA NEWS

ESSEX

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Once again weather cold and not a lot happening this month as the preparations have taken over ready for the 40th birthday which is coming up fast. Janet and I test ran the runs and the Saturday run went well, with a little tweaking that was finalised and ready. A couple of others are going to test the run so hopefully Saturday's run is put to bed. Bit of a different matter with the Sunday run the first time we did it, we got lost. So the route has been altered and the second time it worked well. The good part about the second run we had lunch twice at Wings cafe two weeks running. Again a couple of members are going to test this run, but hopefully that too is now ready. The rest is coming along nicely. Plenty of bookings at the hotel, take up seems to have been going well. Lots of sponsors donating prizes for the raffle. Still time to book the hotel.

Club weekend was a little different, we had visitors from Somerset TSSC with us for the weekend Tina and Chewey, collecting their bonnet for the 2000 that we had picked up for them. They arrived Friday just in time to see Jack and Poppy home from school and nursery, Poppy came round to Chewey eventually and waved goodbye when collected by mummy. We had a lovely meal and 6 empty wine bottles were found in the morning.

Saturday Chewey helped get the engine out of the Spitfire and then we took a run to Southend. First we had lunch in a very nice cafe then we took the train down the pier to see



ESSEX . . . GLOUCESTER HERTS & BEDS . . . ISLE OF WIGHT

TSSC AREA NEWS

Essex Continues

Jimmy and Jamie's cafe, photos were taken. A quick trip to look at the life boats then off for ice cream it had to be done. Later on a nice meal locally at the Indian. There was a lot of Triumph banter all weekend. Sunday we headed out to Club day and the cafe, where it was well attended by 22 people and a few triumphs. Welcome back to Russell and Michelle who joined us and Russell won the 50/50. Also great to see Andrew and Marella from the Isle of Wight. Quite a cosmopolitan meeting for Club day. The cafe did us proud and coped well.

Tina and Chewey headed off home and report bonnet got home in one piece.

Birthday this month, Poppy will be 3 on the 9th Cheryl on the 15th Brian on the 30th

Up and coming - of course need to mention **Essex 40th on the weekend of 6/7/8th April** time is getting on and so much to do, so little time.

Tinkering day on the 10th at Jannaway towers hopefully engine and gear box will be back in the Spit or it will be more than tinkering that day.

Club day 11th March, Practical Classics Restoration Show on 23rd at NEC

Possible breakfast run on 30th (good Friday and run out) TBC mystery tour.

Allan and Janet

GLOUCESTER Tel. 07802 171227
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www.tssc.org.uk/glooucester

Well, sitting in for Andy again he's on holiday now.....!

A number of brave souls made the Filling Station for January's meet, very wet morning in Gloucester changed to snow on the way over....! But as usual the breakfast was well worth it, these meets are always on the third Sunday of the Month 9am - 12noon at the Filling Station, Spring Lane in Malvern and there is a great mix of Triumphs, Classics, Minis, Hot Rods, and American Chrome. There is always something interesting to see and eat!

January's monthly meet was very well attended it's always great to see everybody exchanging rusty articles, requesting other items and generally enjoying the banter.

Next meet is **March 19th (Monday) at the Aviator Inn on Staverton**, do come along you don't need to have a Triumph on the road just turn up for the chat, news and maybe you can find that elusive part also.....

Lovely to see so many of you all dashing around for spares and parts at Stoneleigh for the Triumph Spares Day, I collected 'stuff' for others, but nothing for myself, but there were plenty of happy people with large carrier bags and empty wallets so I guess that declares it a successful day out.

March sees a few more cars up and running again, woken up through their cold winter slumbers, the clocks change and we may even see some sun so to celebrate we have the return of our evening runs out to a variety of pubs around the county, so if you fancy a drive out and a chat with like minded Triumph Enthusiasts check out the details on our web site www.glooucestertriumphsportssixclub.co.uk or on our Gloucester Area Facebook page.

Hope to see you all enjoying the weather and lighter nights over the next few weeks, if you have never made a meeting and are wondering if you should then do come along.

Janet

March 18th - Filling Station Breakfast Meet - Malvern

March 19th - Club Meet at the Aviator Inn 8ish
March 23rd - 25th Fri-Mon - NEC Classic Car Restoration Show
March 28th Wednesday - Pub Run out to the Rising Sun Cheltenham.
April 2nd - Easter Monday - Coleford Festival Of Transport
April 11th Wednesday - Pub Run out to the Tunnel House Inn
April 15th Sunday - TSSC AGM at Lubenham

HERTS & BEDS Tel. 01582 750943
e-mail: peter.h.lewis@ntlworld.com

Well the months just roll by, here we are heading for a season of sunny drives and outings. I have finished rebuilding and re installed my gearbox and new propshaft on HYA and she's much better, have to thank Ray and Paul for helping. Following a nasty dose of the winter bug that's consumed all my enthusiasm and its still haunting me at times ... maybe vitamin D by the bucket full would help?

March 2nd is our evening at the ex home of **Ecurie Ecosse**, our first classic run is **March 25th being our Blow the Cobwebs Run to Anglesey Abbey.**

April 22nd is Drive it day we will be doing a run to **Lord Nuffields house and late lunch at the Barley Mow on the Thames at Clifford Hampden.**

May 12th is our run to Fawley Hill Steam museum WilliamMcAlpine's back garden, full size railway, I have 32 names for this so far and we need to pay the donation up front so I'm out with the begging bowls. Its £10 per head.

May 25th 26th is our first weekendender booking at **The Old Coach House Motel** about 20 miles from Skegness, see me for more details.

Meetings at the Raven continue to be buoyant, much noise and nattering, meals are available on Mondays so you can grab a plateful after a days work before we fool about with the raffle, we try to make the prizes variable to suit all, doesn't always work out but we are amazed how generous you all are at contributing to the area funds

There will be requests for **Duxford** volunteers this will be our 25th year and all hands are needed to run this **On September 9th.**

I'm getting requests to do another Twiddle day at Club HQ which I guess will be in the early spring, TBA.

If you wish to be added to my local circulation email listing let me know, I can do insurance valuations if yours is running out ust give me a call.

That's about all for now, I wasn't injected with a gramophone needle, more into twiddling than writing, if you have a problem that needs a kick to revitalise your car let me know.

Regards,

Pete

and Herts & Beds Team

ISLE OF WIGHT Tel. 07842 249591
e-mail: tsscior@hotmail.com
www.facebook.com/groups/786750551371248/

Just a quick one this month as time has run away with us, had a great breakfast at Bridesford, trying our evening meeting at the Wight Mouse and then back to brunch for March at Bartlett's in Ryde. Do follow us on Facebook if you can for up to date information.

May is coming up fast, we have had lots of bookings for the **Isle of Wight Triumph Weekend** already with only a handful of rally plaques left now. It would seem we are getting the wind and rain now in readiness for the sunshine in May. Elaine's Spitfire is home, Tracy's will be out of the garage soon and we can't wait for the weekend to begin.

WEST KENT . . . M25 EAST MANCHESTER

See you all soon. Happy Motoring!

Elaine & Tracy

WEST KENT

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Is it my imagination or is this a particularly gungy winter. I haven't had the cars out since November. So we were all put to shame by Anne and Pete who both turned up in Triumphs for the Moody Mare meet. Well there was salt about down here. Was expecting a quiet evening but we had 8 turn out. 4 apologies for absence, but new member Allan Ellingworth popped over from Chatham so I do hope he can pop back this month. Too chilly for the club house so all round the big table. Scott has moved on as the governor of the Mare and the new fella seemed a bit off, calling last orders at 10 and turning off lights. So we may be looking to move on again.

Will check the new management back at the Cock Horse. We had to move, but we haven't picked up any new faces from the Maidstone area, so the Mare isn't as convenient as I'd hoped. Now the move from the Royal Oak to the White Dog was far better. 6 of us made it there and the atmosphere so much warmer. But! The location still is a bit awkward so **Feb 28th will be at the Castle Inn opposite Bodiam Castle** (hopefully the Courier will arrive before then). A nice warm pub with a small covered area for the summer and cracking garden. So bit of a pub crawl this spring.

So we're just about to kick off the summer shows, all the dates and application forms are on our website and all the gossip on Facebook. That's really taken off with well over 30 friends now. So **March 27th Mare and 28th Castle**.

Really hope to see you all.

Colin

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Hi Gang, hopefully, by the time you are reading this spring will have started sprunging and the light at the end of the long winter tunnel will be in sight. It's been a bit quiet of late, as is to be expected this time of year.

We did have a meeting in January which was very well attended. I think people must have been itching to get out after being stuck in doors for so long.

There were 17 of us in total but only one Triumph made it, well done Phil we can always rely on you. It's a good job the Wharf is so laid

back with us reorganising all their tables and chairs. Nothing of any great importance was discussed but I did manage to collect some money, which is always nice ha ha.

Preparations for forthcoming shows are coming along nicely and we've got a few new ones in the pipeline. Unfortunately, Rudgwick, one show we've come to really enjoy over the last couple of years has been forced to cancel this year as the land owner has sold some of the show fields for development. Hopefully, they'll find somewhere



TSSC AREA NEWS



else for future years.

Never fear though, a replacement has been found. It's **The Hellingly Festival of Transport**, and it's the same sort of show – Cars, Steam, Military etc plus live music, beer tent and lots of toot stalls. It's held over the same **August Bank Holiday Weekend** and it's all free entry, including camping. It's roughly in the same part of the world as Rudgwick as well. Hurry up and get that one booked, hopefully it'll be a cracker. Perfect for a full on Dandy Weekend.

All the caravan deposits and ferry money for the Isle of Wight Weekend have been paid which leaves just the caravan balance left to be paid sometime this month. Another new show is the **Senlac Classic down in East Sussex** (not as far away as it sounds). This looks like a nice show and also in an area we don't normally visit.

Another new one for most of our gang is the **Ingatestone Hall Show**. Myself and Donna went here a few years ago and apart from the car show there is the Hall itself to have a look round. There is an entrance fee but it's well worth it.

The **Silverstone Classic** is shaping up well. So far, we've got nois on Friday night and topping the bill on Saturday – UB40. More acts to follow but it ain't a bad start.

Coming up this month we've got our yearly **Tinkering Day**. This year though, it's going to be our monthly meeting as well. All welcome round the Hill residence for that one. I've managed to get a little bit of enthusiasm to do some work on the car. New connectors on my brake light switch hopefully will have cured the intermittent problem. The other jobs, I'm afraid, have still not been done. Oh well, always tomorrow or the next day ha ha.

One bit of news is that there's a proper posh new Triumph on the scene that no one's seen yet. By all accounts it's a shiny red TR4 and it belongs to Andrew and Neelam. Can't wait to see it. Maybe it'll make an appearance at Tinkering Day – ANDREW !!

That's about it from me for now folks, just this month to get through and it's all systems go again.
Cheers

John

March Events
Sunday 25th – Tinkering Day / Monthly Meeting

MANCHESTER

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Hi everybody, think we are all still waiting for spring to arrive and waiting for this cold snap to clear together with the associated road salt which dissolves our cherished cars.

One of our main events this year is Tatton Park classic car show on 2nd & 3rd June, I have booked a stand for 15 cars and the members who have put their name down means we only have a couple of places left, so if you haven't already,

let me know and I'll reserve you a slot.

In the last courier I omitted photos of our Christmas do, so here they are.

This month we welcomed a new member Alistair (Monty



Manchester Continues

) together with his newly acquired Bond Equipe 2.5ltr convertible, which I believe is the only one we have in our area, I'm looking forward to seeing it as I haven't seen one up close before. He has problems with his roof fitting at the moment, so once that's done he should be on the road.

National Drive it day will soon be upon us (**Sunday 22nd April**) we are planning a trip around Lancashire and meeting up with the TSSC group from that area with a view to attending the Lancaster Brewery, keep a look out for updates on that.

Bit of an update on our cars : I have been



creating a new exhaust set up

for our project 1976 Spitfire 1500, I have mated together a stainless steel Y piece exhaust section (thanks to Steve Bowden for sourcing that) and two Pro Fusion Bomb rears as shown in the photo. Think you should all hear me at the shows this year! lol, next job is to fit new carpet then fit the MX5 seats that came with the car. Neil's Spitfire 1500 "Brum" in having a new clutch fitted, following this the engine should be going back in and it all been put back together after its restoration, we are both aiming to get them back on the road by May, fingers crossed.

Listed in the comments section of our Facebook page you will find a copy of our diary of events / shows etc for 2018, have a look through it and see what you want to attend.

Please check the website news for updates on our forthcoming events on www.tssc.org.uk/tssc/areanews.asp

Also please look at our Facebook page:

www.facebook.com/groups/tsscmanchesterarea

That's all from me, see you soon.

Mark K

NORFOLK

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What a good start to the 2018 season thank you for a superb turnout for the Brunch Coastal run, it was good to see old and some new faces. Not everybody turned out in their Triumph (me included) but there were some lovely cars on the run. A quick changeover of drivers at Walcott saw Toby jump into my mini initially for a quick warm up after being blasted by the early January weather on the East Coast and me trying out his Zetec engined Hurricane. Noisy – quad pipes, cold – no heater and windy – due to the hood being down all the way. What a great combination the Zetec engine and the Type 9 gearbox are.

I'm looking forward to getting my MK4 Spitfire with the recon 1500 engine and 5s Type 9 gearbox on the road once again this Summer – not one for the purist but once again a lovely combination especially for those long distance cruises.

On the car front at the Brunch Coastal Run lots of people reported on the progress or lack of progress being made over the winter on their cars and I look forward to seeing and reporting on the fruits of their labour in cold garages over the

Winter once they venture out on the open roads in the coming months. Colin Cole needs to wait a while for the weather to warm up to finish his respray. I'm not sure what Geoff needs to complete this year as he just loves tinkering but with a rebuilt engine the 13/60 should go well once the current improvement has been completed.

Sadly Nigel's cracking blue GT6 is no longer in the TSSC Norfolk Club as he has had to swap it out for a beautiful MGC that will be more than welcome at all of our future meets. Let's just say I hope that Nigel continues with the TSSC as he has been a very supportive and valued member.

On the 27th January TSSC Norfolk met up with TSSC Cambridge or at least I met up with Toby Cowper of the Cambridge area at the ACA Classic Car Auction in Kings Lynn. There were some lovely cars to be had but prices were very strong with a TR7 FHC reaching over £8500 and a slightly down to earth 13/60 reaching over £3500. A couple of bargains to be had but auctions are not the place to hunt for a bargain rather a place to find some rather nice cars with history albeit at a price. Auction fever or just another indication of the upward trend in Classic prices?

With Stoneleigh behind us and the **Restoration Show at the NEC to look forward to on 23 – 25th March** with representation by the TSSC at both events, the larger events this year are well underway. Coupled with a whole raft of locally organised events I am hoping for some warm weather to enjoy a good year with friends old and new at as many events that I can attend.

Next meeting 20:00 start.

Monday March 12th **at The Oak Tree, 59 Ipswich Rd, Norwich, NR4 6LA.**

Regards.

Mike

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I am sitting in a nice warm living room as I am writing this, and as I look out the window it has started to snow again, looks like another day when I can't get out and start those jobs I have promised my wife I will do, so I am going to have a lazy day and go through my magazines and have a look at the Rimmers sale catalogue and compile a list of all the bits I need, by the time I get the parts it might be a bit warmer and will be able to complete some of those jobs that require attention done.

It was a fairly quiet meeting in February, bit as it was bitterly cold and damp I didn't expect many to be there anyway, on the car front Mr Fish has had his Dolomite Sprint running, I wonder if we will see much of it this year, Kevan Russel has had all his three cars running which as you know is a major achievement for him, Philip Jordan and Brian Armstrong's car are both getting work done at Retro and Classics in Langley Park, with a bit of luck and some cash, they should both be on the road soon.

It won't be long now before our first official run of the year which is on **Drive It Day 22nd of April.**

Martin has acquired a new engine to replace his, which drops more oil than the Torrey Canyon did, and I have a replacement gearbox to fit. So we all better get on with those jobs.

EVENT LIST

22nd April Treasure hunt or run
29th April Bobby Shaftoe hill's of the North,
organised by MG Durham

13th May Chester Le Street riverside show see
attached link

www.durhammgclub.co.uk/our-application-forms

June - TBA Morpeth fair

July - Corbridge show has moved to a new site in

NORTHANTS . . . NORTHERN IRELAND

Stocksfield this year, as some of us will be in France then, I leave it to you to make your own arrangements.

July also sees a few members travelling down to the **Silverstone Classic**, I believe there is still discounted tickets available so book now,

If you don't receive up dates on runs and shows, just drop me a line and I will add you to our mailing list, and if you have any shows, runs, or ideas, let me know and will add them on to the list.

Will I venture into the garage now, or have another cup of tea, it's still snowing so looks like the kettle will be going on. See you in March.

Geoff

NORTHANTS

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As you may expect there is not a great deal to report this month. As I mentioned last month we are not able to use the Overstone Manor for February's meeting, for March though we should be back in the Oak room as normal.

Information about this year's **Silverstone Classic** is filtering through at regular intervals, as I get information I post it on Facebook in TSSC Silverstone Classic. For the latest information this is the best place to look. **Early bird discounts end on 31 March** and club display packages end at the end of May so don't miss out, as last year Saturday display passes sold out 10 days before sales closed. With UB40 announced as the headline act for Saturday night I would not be surprised if it happened again.

It is good to see that the club has decided to hold **TriumFest at Shelsley Walsh** this year in an effort to keep the event from getting stale, also it is good to move it around the country a bit, the MX5 owners club have been doing this for years with great success. While some may complain it is further away for others it is now closer.

Our **Northants Camping weekend** is now available to book, for more information see our advert in this magazine or contact me via my details as Northants AO for a booking form. We are planning to make the new Oxford Area camping weekend our first of the year and it happens to fall on drive it day so come along and join us.

Cheers

Nigel

Meetings are **second Wednesday of each month at Overstone Manor, Sywell** at 8.30 come along and find out more about your club.

NORTHERN IRELAND

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The Feb Courier has just arrived, and I notice from my report that I was looking forward to the better weather. Well, not only did it not come, it has actually got worse at this moment in time with the snow and frost and more to come, in the Co Antrim area at least.

Since my last report we have had our Annual Dinner and Award night at Pier 36 at Donaghadee. It was reasonably well attended and if you weren't there you missed a really good meal and evening. We welcomed Robert (T) to our dinner for the first time and Billy (S) was there again, alongside his big mate John (G). Numbers were slightly down from last year, but this was due to a few of our members being ill and we wish them a speedy recovery. Others were double booked for the evening and, of course, we cannot forget those lucky ones on a skiing holiday in Italy. It was nice to see Valerie and Ernie with us once again at the dinner before their return

TSSC AREA NEWS

to Spain – and the good weather. I hope that the weather will be warmer than here when Heather and I visit them in early April.

As I mentioned earlier the meal was very good and everyone appeared to be satisfied with their choice of menu, although I did notice that Tom (J) didn't have a steak this time – well done Catherine. I might add that Heather and Stephen had one and they really did enjoy it, going by their clean plates!

The first award for the evening was the Motorsport Cup and this was presented to Nathan (M) as an encouragement to him, not only for what he has done in recent times, but for what the future promises him and the Mann family. I must say Mum and Dad looked really proud when it was handed over!

This year the "Les Coupes des Dames" Award went to Maureen (H) in recognition of all the support she has given Alan when he has organised several club runs over these last few years, as well as assisting with the navigation. I must admit it was nice to see the surprise on Maureen's face when her name was announced.

The next award, and one of the highlights, if not the highlight of the evening, was the Alan Coon Award, commonly known as the Member of the Year Award. This year it went, very deservedly, to Alan (H) for all the work he has done for the club over a considerable number of years. This work included the organising of the Annual Dinner and Awards evening, Totally Triumph Show entries, our May weekend and last, but by no means least, the Antrim Hills run during the summer months. A big thank you Alan from all within the club and, especially myself.

I must say that Pier 36 was a very good venue for the evening and I hope that Billy and John, as well as Heather and Colin (L), the TSSC Herald 948/1200/1250 secretary, enjoyed their overnight stay and had a fresh and early start the next morning! Please note Colin's new contact details in The Courier should you need to contact or meet him.

A few days after the dinner we had our monthly meeting that was reasonably well attended considering that it clashed with a few other events. We discussed a number of financial matters and the progress of Brian (S's) Spitfire that he hopes to have at the Totally Triumph show at Lisburn on Sat 12th May, one way or other. If anyone is aware of any good local TR3's for sale, please get in contact with Alan (For) who is looking for at least one and possibly two, believe it or not. We nearly placed a bid on a TR3A that was to be offered at auction at Sotherbys' Paris event taking place while our meeting was being held. The fact that it was offered with estimates between euro 160,000 and euro 180,000 didn't deter us at all. Well, with Alan (For) being at the meeting we knew we had plenty of money behind us and him being a TR3 man it was a no brainer. Standard-Triumph had entered four Triumph TR3A's for the 1958 Monte Carlo Rally bearing near-sequential registration numbers with VRW 221 for John Waddington/Mike Wood being the one for sale with an unusu-





NORTHERN IRELAND . . . NOTTS PETERBOROUGH

TSSC AREA NEWS

Northern Ireland Continues

al competition hardtop and in its original colours of Apple Green over brown leather. It is thought to be the only one of the '58 Monte Carlo cars surviving retaining its original engine. VRW 220 was for the Paddy Hopkirk/Jack Scott team. In April, VRW 221 was driven in the Circuit of Ireland Rally by local man Desmond Titterton who secured 2nd behind fellow Ulsterman Paddy Hopkirk, ensuring a welcome 1-2 for Standard Triumph!! It is thought that Michael (K's) parents marshalled these cars when they were in the South of Ireland during the Circuit at that time and Michael has continued that family interest himself! In case you are interested the car was sold for euro 184,000. We dropped out of the bidding just shy of the final bid, much to our disappointment. The auction itself realised euro 23.75 million that evening – blimey still money out there!

Just to sum up remember the following events **Sat Mar 24th, Run - North Antrim area - myself, Sat April 7th, Truncheon Oiling, Carrickfergus Castle, (Thanks to Frank (B), Sat April 2nd, Argory Show, Dungannon, Shanes Castle 7th May, Sat May 12th, Totally Triumph Show at Lisburn and then of course our Weekend Run to Sligo on May 26/28th.**

Remember that at some of the shows you must book individually to gain entry.

There you have it then, other than to remember that we have our area meeting at **Nortel Social Club on the first Wednesday of each month** at 8 pm and I hope to see you there.

Douglas.

NOTTS

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First Chippy run with little john guys to Matlock, very wet but mild evening great chips and fun in the arcades. Also myself and Nigel attended Stoneleigh resto show in February. What a great Sunday we had. Buzzing show and stand. Meeting lots of familiar faces and chatting to new.

Hope to see some of the area at **NEC**, we are there restoring a mark one Vitesse. So pop over and say hi or give us a hand. There is a good mixture of classics.

Nottingham area this year want to do breakfast runs on a Sunday, in the summer Chippy runs, a run out to local events. Here is a list of our car meets at the Sandy Pate sports ground (Mansfield Stags football ground)

March 21st Stags April 18th. Stags. May 16th. Stags. June 20th. Stags. July 18th. Stags. August 15th. Stags. September 19th Stags October 17th. Stags. November 21st Stags. December 19th Stags.

Look on our Notts Facebook page for up dates on events and on the Notts Triumph Sports Six website.

Hope to see you at one of our meetings.Cheers

Nigel and Di.

PETERBOROUGH

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<http://www.tssc-peterborough.webs.com>

Leaving for the Triumph spares day on the 11th of February and seeing snowdrops and daffodils dancing in the icy cold wind it was good to see quite a handful of fellow Club members wandering around in the warm supporting the event at Stoneleigh. I managed to buy a few more bits to help com-

plete my GT6 project. I believe others were doing the same as there seemed to be a lot of paper money changing hands on the various stalls. What happens when the larger percentage of our cars are all rebuilt?

The Club stand appeared to be busy and I believe there were quite a few transactions being made. Poor old Bernie's till printer had run out of paper. He was a bit embarrassed. Hope the same person who should have ensured it was full, doesn't look after the toilet roll supply at Lubenham?

Our Club night on the 12th was very well attended with 24 folks filling the room and we had 4 apologies too. Steve Abbott was exhibiting his professional modelling skills and prowess and giving the history to his modelling club and his hobby. His automobile and plane exhibits and the kits they are made from and the intricate 3D parts that have to be made to make them authentic works of art – displays extreme patience and talent! It was good to see Toby Howson studying the cars as he took advice on his Camaro he is building. We look forward to seeing it soon Toby.

Topping up the hobby theme was Paul Lumsdon of WJ Vintage demonstrating some of his valuable range of 'O' Gauge locomotives and accessories. Paul also gave a lot of very interesting local history behind the background of the working models and of the scaling down from the originals – even down to the width of the tracks being calculated to the dimensions of a horses rear and a chariot I believe.

Our thanks to Dave Beardsley for setting up the e-mail circulars thro' Mailchimp. Paul, myself and other fellow Members all think it is working well reminding everyone of what is happening. Hope you agree? If you know of anyone that is not receiving it and should do - please let us know. New Year – New Home – New Image.

If you haven't received your new visiting cards following the recent change of 'home' venue – please get in touch and we will forward you a few in the post.

Doug Kendall is guiding us through the fens for a feast under the chandeliers at **Arbuckles at Downham Market for breakfast and jazz on Sunday the 4th of March**. Got a feeling that the steering wheel will be closer to the stomach on the way back. May have to have a walk round the adjoining garden centre afterwards to let everything settle.

We have a list of events that some of us will be attending and hope that Members could take ownership of one of these events and help us spread the TSSC Peterborough Area good will and knowledge further.

The raffle brought in a few extra pounds to help restore the funds which were going down towards the end of last year. Our food is also funded by this raffle and a good spread was put on again by Matt and Emma. Colin re-iterated what we have said for a little while that if some of the prizes could be supplemented by Members it will eke out the supply we have to purchase every now again.

Well folks our 3rd Club night of the year is on **Monday the 12th of March at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old and new alike. Come and join in with the raffle and a natter and nibbles and that regular friendly exchange of experiences – and some pretty good advice in the bargain too!

So much to look forward to with clocks jumping forward an hour from the 25th of March - and then Spring will quickly be upon us and the chance to enjoy our petrol driven cars before the government ban them all for electric cars. To think of it one of our Members is just celebrating the arrival of an all electric car – it just doesn't have the character as the Triumph Herald though does it Steve?

Happy and safe motoring to you all!

Doug

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

SCOTLAND CENTRAL

SCOTLAND CENTRAL

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It may appear strange that I am about to mention the TSSC Scotland Christmas Night Out which took place in January and I'm sure anyone who is not part of our area will be thinking us Scots arrange this to get a better deal after the festive holidays so we don't have to pay Christmas prices, well I can confirm that's not the only reason.

With so many nights out organised throughout December with work, family and friends we thought more people would be open to a night out in January. We kicked off at our usual meeting point at 2pm under the clock in Central Station, however some were found lurking around the Champagne Bar oiling up their vocal cords with the not too cheap nectar that was being sold and personally, I can't complain as it is one of my favourite starting points. The first pub we went to as a group had a lovely aroma of beer and urine, we should have trusted our instincts when reading the posters on the wall offering 2 meals for 8 smackaroonies and that should have set our expectations for the ambience of this establishment.

I enjoy the Black Stuff from the City of Dublin however what they served was from the sewers of Dublin and I apologise to Ian Walker for grabbing his drink to wash the taste from my mouth. We swiftly moved on to a much better establishment in the city known as Waxy O'Connor's where it did take us sometime to find a seating place but this was made up for by being swiftly furnished with some beverages and some proper black nectar. Out next stop was the restaurant where we would be dining and much can be said about this place that Jackie had handpicked for us (thanks again Jackie for your hard work) it was an excellent venue, great ambience and food, if there was anything we could moan about it was the price of a bottle of wine which did push our final bill up.

Maggie May's was our next stop where we sampled some big band music and chat. Mark did take some footage of me mucking about to some country music so for the record that was not me it was an imposter!!! Most folk parted company after Maggie's and the few who were left standing nipped in next door to the lively Brazilian Bar where 2 of us ended the night and got home at a reasonable 1am. Roll on next January.

The February meet was our second bowling event and this year the format was a wee bit different, in addition to us receiving soft drinks we agreed that one game might be enough and it proved to be the correct decision. Iain was struggling with an injury and had to use the aid that roles the balls down the lane while some of the younger ones were in full swing and it was a youngster who won the competition and congratulations to Ronnie McKenzie for earning the bragging rights until February 2019. After the game we managed to



TSSC AREA NEWS



have some chat around all things classic and the upcoming events, March's meet night will see the ever-popular quiz night hosted by the quizmaster John Kelly and his lovely assistant Linda, I have been hearing rumours that this year's questions will be tougher and with a special round on questions about Scotland, that is us stuffed then.

I investigated the options of supporting the classic event in Millport on Saturday 12th May, as I write I have secured 15 places at the event, however I understand we may be looking to extend that to 20. The ferry crosses to the island about every half hour and there is no need to book in advance, I am not sure how many cars the ferry will take on a sailing but this is an incentive to get there early. Further details will be provided nearer the time of the event. The first event of the season we have is our Drive It Weekend starting on Friday 20th April at The Fat Lamb Cumbria and with most returning home on Sunday the 22nd. David Fray was our forerunner and has already been to sample the food that the hotel has to offer and I am told that we will not be disappointed, how is that diet going David? The area organisers have a meeting to discuss the format of the Bo'ness event this year and we will hopefully be able to share the details of this with you all at the next meet night.

What have I heard regarding car restorations, upgrades and enhancements? I know John Green Herald had issues getting Molly running again, I understand she is now running but will need tweaking, she was also losing some rather expensive Silicone brake fluid and gladly the culprit was a leaking slave cylinder, we look forward to seeing Molly at the drive it weekend John. I am sure Ian yellow Spitford will be enhancing the Vitesse in some manner to ensure she is ready for the Fat Lamb. Alan Wells has been refurbishing his bulkhead or if reading this in the USA his firewall, the main challenge on this work is a new battery box replacement. Chic is still in the process of restoring the front end of Raj and he has been taken back to the bare and well treated before receiving the primer and topcoat, many new parts have been purchased from Grommets to shocks and springs and Raj should be looking pretty fresh under the bonnet for the Fat lamb, the clock is ticking away and the countdown is on. Alan Chappell had been nor restoring bur manufacturing another Triumph model in the form of a wooden Spitfire that can be used as a planter, it is fantastic Alan that you never cease to amaze us all with your skills and the great work you do for the charity. Bob has been giving his Spitfire some TLC and has got her running as she should be after a few replacement parts. I have done a few things to the Spitford in the form of preparing and treating the floorpans so if there is ever any water ingress it will not rot through to the metal, I upgraded the main battery feed cable from the alternator as the battery was not getting a good voltage and an 110amp cable done the trick to feed the voltage from the 70amp alternator. I also decided to refurb the top half of the bulkhead and fill a few holes that were left over from ancillaries the 1500 configuration left over and a couple of Michael made holes, the main objective is to eliminate as much water ingress as possible and I understand this will never be 100% achievable.

Let me know about your restorations, upgrades and enhancements that I can include them in these reports.

Michael

March Items:
Club Meet on the 1st Thursday of the month at The



SCOTLAND CENTRAL . . . SCOTLAND NORTH EAST SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Scotland Central Continues

Harvester, The Springfield Quay, Glasgow, G5 8NP at
7:30 (1st March 2018)

Breakfast Club Meet at the same venue on the 3rd
Sunday of the Month 18th March at 10:30am. Come
along and sample good company and breakfast.

Visit our web site and checkout the year's events at
WWW.TSSC-Scotland.ORG

Please join in our social banter at:

<https://www.facebook.com/groups/TSSCScotland/>

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/club/grampiantr/4.htm

Hi Folks. We had our Grampian Triumphs Planning meeting at the end of January and it was quite well attended by the three main clubs TSSC, SOC & TR register. I have emailed all the local TSSC members with the 2018 Events Sheet which has also been put on our website

<http://www.brmmbrmm.com/club/grampiantr/6.htm> and our Face book page

<https://www.facebook.com/groups/GrampianTriumph/> It looks a busy year for us in the North East. If you have not got a copy please email me and I will add you to the mailing list. We are always looking for ideas for runs and get-togethers, if anyone has any ideas.

Our next meeting is 22nd February and will be held at the Four Mile House, Kingswells. Some of us will be having a meal prior to the meeting, if you are joining us for the meal be there around 7pm.

The first event in our area this year is auction of vehicle spares at the Strathmore Vintage Club's Spring auction of vehicle spares on the 17th March at Bridge View House Glamis.

Hopefully the finer weather will be just round the corner and the council roads department will put their gritting fleet into hibernation and then we can get our cars back out on salt free roads again. That's all for this month, hope to see you at some of our meetings.

Danny

SOMERSET

Tel. 07760 384236

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Somerset TSSC invades Essex TSSC.

What can I say what an amazing welcome Janet and Allan Jannaway gave to us on our visitation to Essex. They had kindly picked up a replacement bonnet for Chewy's 2500TC and stored it for a few weeks to allow Christmas to come and go. We arrived on the Friday after I took my first drive through the Dartford Tunnel.

Not as spooky as I thought, though Chewy and I did have a few discussion regarding lane choices!

An oops amount of red wine drunk on Friday evening, consumed with a great meal cooked by Janet, lead to a visit to Southend on Sea on Saturday, to clear the heads!! Was a tad blowy day so we cheated and took the train



up the pier. Didn't fancy the 1.3 mile walk up and back. The head wasn't suffering that much!! After doing the tourist bits, pictures taken outside Jimmy and Jamies Café and an ice cream we returned back to the Jannaways. Saturday night was not such a boozy night with having to travel back to Somerset the next day. However we frequented the local Indian Restaurant and got stuffed instead!!



Sunday was the local Essex Areas monthly meeting. It was great to go and meet up with new and old faces. It was great to Marian and Mike again, who also made us feel like one of the Essex family. Had a fabulous meal and made some new friends, which is always great. They had a couple new people turn up and surprise surprise the chap we had bought the bonnet from was one of them. Chewy and he had a good chat and laughed about him turning up when we were there. He did think he recognised the bonnet lashed to the roof of the Mazda. Small world of Triumph strikes again.

The time to leave soon came and it was so hard to go. What a fabulous weekend we had and can't wait to catch up with you all again in April at the 40th Anniversary bash. Hotel booked whilst we were there.

So as 2018 truly speeds ahead, here are a few events coming up in our area:

Beach Lawns WSM, 31st March & 1st April.

22nd April, Drive it Day the Donkey
Sanctuary Sidmouth.

4th – 7th May Abbey Hill Steam Rally
at Yeovil Showground

1st - 3rd June. The West of England Gathering
at Martock –

Please contact Martin Hughes for your booking
forms either by email at somersetssc.org.uk or by
phone 07760 384 236.

Happy Triumphing

Thanks to Tina & Chewy for putting together the March report, Take care folks and "Do more with your Triumph"

Martin

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi All, not much to report for January except for the cock up with the booking for the Sunday lunch. I had phoned the Fishers pond pub and booked a table for 17 at noon on the 21st of January. The young lad said he would have to confirm this booking with his boss. I did get a conformation that the booking was OK. I think that it must have been a bit like Chinese whispers as when we arrived at noon on the Sunday there was no places booked for us, but there was a table booked (not a table for 17) on the 17th. Still panic over Robin and I trotted round the corner to the Victoria Pub and they managed to squeeze us in the function room. So the day was not a complete disaster.

A good turn out for the regular meet at the 7 Stars and a new member to boot.

The cylinder head is now back on the TR7, so the next stage is to get it timed up with the new timing chain and tensioner in place.

Dave Moore and myself will be visiting the MG and Triumph spares day at Stoneleigh on the 11th of February so a few words will be written and will appear in the April edition.

More progress with the Vitesse, the offside rear wheel arches are now welded into place and the O/S rear wing is pinned

NORTH STAFFS . . . SUFFOLK



TSSC AREA NEWS

into place. Hopefully by next month the wing will be welded on and the boot floor replaced so work then can be started on the bulkhead..

Please note that on the **22April** it is **DRIVE IT DAY** and Neil will be planning a little jolly out for us.

Mike has given me some entry form for some events which are listed below, if any body wants one please get in touch with me and I can e mail a copy to you.

Up and coming events

March 6th Regular Meeting, Seven Stars GU32 3PG

18th Sunday lunch meeting, The Hen and Chicken, Upper Froyle, GU34 4JH

April 3rd Regular meeting , Seven Stars , GU32 3PG

19th Roaming meeting The Golden Pheasant, Farringdon, GU34 3DJ

22nd Drive It Day Time and place of

start to be confirmed

29th New Forest Run,

May 1st Regular meet , Seven Stars, GU32 3PG

4th – 7th Isle of Wight Camping weekend

12th – 13th South of England Meet, Leatherhead Sports centre, KT22 9BL

17th Roaming meet. George and Falcon, Warnford. SO32 3LB

26th, 27th 28th Selwood Steam and vintage rally

June 1st -3rd West of England camping weekend ,

Southfork caravan Park TA12 6AE Martock

3rd SHVPS Queen Elizabeth Country Park Show

5th Regular meet Seven stars, GU32 3PG

9th Bishops Waltham Fete and classic car show

21st roaming meet, The Shoe , Exton SO32 3NT

22nd- 24 Cornwall camping weekend , Penmarlem caravan and camping park , Bodinnick , Fowey, PL23 1LZ

23rd,24th Dene Rally, nr Ropley

July 3rd regular meet, Seven Stars GU32 3PG

14th Petworth fete in the Park

19th Roaming meet The Flower Pots, Cheriton, SO24 0QQ

August 3rd,4th,5th Stroud Vintage Rally

7th regular meet, Seven Stars GU32 3PG

16th Roaming meet Pub with no name GU32 1DA

25th Gloucester City Classic and retro Festival

27th Wisborough Green

September 4th regular meet, Seven Stars GU32 3PG

20th Roaming meet, The Bat and Ball,

Hambledon PO8 0UB

28th,29th ,30th. Kingsfold

October 2nd regular meet, Seven Stars GU32 3PG

21 Sunday Lunch meet , The Hunters Inn SO32 2PZ

November 6th regular meet, Seven Stars GU32 3PG

18th Sunday Lunch meet, The Fox ,

Bramdean,

SO24 0LP

Thats all for this month folks if you do hear of events that might be of interest to the group , please let us know.

Take care

Mark

NORTH STAFFS Tel. 07939 603061

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Web. www.tssc-staffordshire.co.uk

Hello All. Having just been away for a few days I returned home to realise that another month has gone, and it's time for another last-minute area report.

With snow still around and minus 3 outside it's not the weather for working in cold garages, so even if I had the room I don't think I would be working very long in the garage, bring on spring.

Another low turn out for the last meeting I'm afraid, there is so far little interest in some of the shows we normally attend as a club, with not enough numbers for a club stand.

So if you wish to attend any of the shows that need advance booking you will need to book as an individual. I have added a list of events to the TSSC website also added most of the major dates to the club calendar which can also be downloaded from the website as a PDF(under area directory for local events).

The survey form I sent out to most of the active North Staffs members only had two replies giving little idea of what types of activities are preferred. If you have any ideas on the type of activities you would like to do get in touch, and I will try and arrange something.

I believe last year I said that there was a strong chance that Gemini events were trying to negotiate with the National Trust to use Shugborough Hall again but nothing is listed on their website, which is a pity as its a great setting.

That's all for now

Dave

PS: Drive it Day is still in the planning stage (well it's just in my head I'm sure I'll think of something)

Dates for your diary

March 23-25th Practical Classics NEC

March 28th Next Meeting

April 8th TSSC AGM

April 21-22 Sandbach Transport Show

April 22nd Drive It Day

May 6th Catton Hall

May 27th Capesthorne Hall

SUFFOLK

Tel. 01206 250360

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February's meeting saw a new member come for a chat. Connor from Stowmarket had decided to come along after collecting a bonnet for his 1300 fwd drive project from Colin a couple of weeks ago. Sounds a great little car in Valencia with a tan interior. He admits it's a little more work than he was hoping for, but is keen to get it on the road for July. Would be great to see it at the meeting as we certainly don't have any regular attendees with one of those.

Brian's engine for Lightning is back from being rebuilt and back in the chassis. While the bonnet was off, he's decided to add some top louvres, Healy 3000 style, and give the paint a refresh. All looking good for a return to the road at the end of March. Full marks to Brian also for doing this work outside on his drive-way during the really inclement weather we're having at the moment.

Mike is looking for a decent rocker cover for his Herald estate and wondering whether to go with an alloy one, this led to a bit of discussion on how to make them seal correctly. Glue on the cork gasket, or buy one of the better moulded silicone ones? Progress on his Vitesse is coming along, the rear tub is off for repair work with some chaps in Bressingham. He's seen the quality of their work and has finally nailed a timeslot for them to start. Meanwhile he's been adding sound deadening to the front bulkhead.

Chris might have finally got to the bottom of his poor running on his TR250. He suspected the distributor, which had a fair bit of play, so I lent him my spare 45D6 saloon one which is all set-up with points and condenser. The result is a much better running car, so he's now on the lookout for a better distributor with the tachometer drive included.

There was quite a discussion around printed literature as well. Colin had relieved Luton library of around 130 Triumph and Standard manuals (legally and for a donation I might add) and he brought along "The Triumph Sports Car" manual for the TR2. A great read and being from the reference section, nice and clean as well. Last lent out in 1961! Also, someone brought along an Autocar feature from 1976 on



SUFFOLK . . . SURREY . . . EAST SUSSEX SWINDON . . . THAMES

TSSC AREA NEWS

Suffolk Continues

'The Cars of British Leyland'. The price list made interesting reading, we couldn't work out why an automatic option on the 2500TC saloon, was only around £50, yet on the more expensive 2000 estate, it was over £150.

News in brief, Rodney has a body jig for sale at £50, Phil is looking for a CF engine for his TR6, Lindsay is putting up shelves in his storage, and Lyall still only has one Triumph. And finally a visual puzzle, see the attached picture. Chris brought this along and asked the assembled members if we knew what it was. We got there eventually, but I'll put the answer in next month's report.

See you on **March the 6th** at **Barham Sorrel Horse**.



Russell

SURREY

Tel. 07900 657176

Dear all, well the days are stretching and the cars are creeping out of the garage a little more frequently, although the Spitfire still refuses to start without a dose of "easy start" rocket juice. Once its going its fine, strange!

We are now booked for Le Mans, going via the tunnel and taking a slow drive down the country lanes, this should include some reasonable grub.

A reasonable turn out last time at the pub and despite the irritation of continual skiing holidays Bob managed to reach us toward the end of the evening. Karen had a trip down memory lane with 864 old photographs of various cars and trips out, we all looked a little younger. JS has the GT6 booked in for a re-spray so that should look good come the brighter weather and probably make a dent in the wallet.

Should be heading to the **Classic Car show in London** this month, but we will have been when this goes to press.

Don't forget the **third Saturday morning breakfast meet at Botley Hill Farm Pub at Woldingham/Titsey**, its a good event and the food will fill you till dinner.

Not much else happening at present but with the clocks returning to normality next month the world should take on a better hue. Cheers,

Cliff

EAST SUSSEX

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Hi all. Tonights meeting was generally a quiet one, compared to others, but then it was freezing cold and we had, had snow that day, so I guess some members decided against venturing out, thank you to those who did turn out. Still the evenings are getting lighter, so a few more weeks, clocks go forward and warmer weather hopefully then we will have a car park full of Triumphs.

Since last month Richard has got the Vitesse back end together, gearbox-overdrive has been stripped refurbished and awaits refitting back into the car, along with a brand new clutch assembly, which he is collecting from Stoneleigh this weekend, talking of Stoneleigh four of us from East Sussex

are making the yearly trip up, bargains to sell and bargains to buy, always a good weekend, good company and fun time.

Another Vitesse owner this time Steve has been having problems with the diff, tired and worn out so opted for a recon, contacted a supplier and after waiting and several months of diffs going backwards and forwards, one leaked oil, another just wouldn't fit, he was given his old original diff back and a full refund. He then contacted Geoff from Wins International on recommendation and within 3 days had another diff recon and it fitted straight away, was trial driven and all is well, one very happy Steve. Thanks Geoff, so it seems with a lot of recon and new stuff you pay your money and take your chances, shouldn't really be like that though, it cost enough money to be put right.

Any how a short report this month, **next meeting Wed 7th March** so hope to see you all then and for better weather. Cheers for now

Lan

SWINDON

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e-mail: spitfires@cadley.org

Meetings Cover Swindon/North Wilts area

A shame everyone seemed to be otherwise occupied for the January meeting in Liddington, but we hope to see some old and new faces at future meetings. Rather than list them all twice we've suggested a few events which you may like to attend in the Andover Area News.

Next meeting:

Wednesday 21st March - Regular meet at The Village Inn, Liddington, SN4 0HE

Guy & Suzie

THAMES

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www.tssc.org.uk/thames

Welcome all. Our Triumphs have been brought out of their slumbers, my Vitesse has been quite demanding with a new voltage regulator and then an exchange dynamo, but once driven the enjoyment soon makes it worth while. Julie's Herald had a good wash and there are some things to check before too long, like the tracking as it started to squeal going around some corners (at low speedshonestly). The show season starts off soon so please remind me of any local shows you're planning to attend or that you think other members would like to try.

We had a great time at our New Years Meal (see below) & SEM is starting to take up our time, it will soon be here and if you would like to help out please let us know.

SOCIAL EVENINGS:- 7th JANUARY NEW YEARS MEAL, THE FAIRMILE INN COBHAM.

Julie and I are in the modern as we have Julie's mum with us. We have a wonderful turn out this year to join us, those being Martin & Cynthia, Jess, Jane (mum), Dillon & Lana (Colin was unwell and missed), Tony & Penny, Graeme, Mike & Judy, David & Wendy, Martin & Eddie, Bob & Wendy, Chris C, George B, Mike, Barb & Val, and a big warm welcome to James V on his 1st Visit with us. We managed to fill the large table and as our orders were taken, we keep ourselves occupied by talking to those next to and opposite us and pulling the odd cracker. Some ordered starters but most went straight to the main meal and by the mostly empty plates, I think they enjoyed the food put out. As the tables were cleared we held our New Year prize draw/raffle (many thanks

NORTH WALES . . . SOUTH WALES



TSSC AREA NEWS

for the donated prize everyone). All adults had a ticket and the prizes were wrapped (some you could guess). Those lucky ones were:- Mary won a bottle of wine. Penny won Nivea skin care. Cynthia won chocolate truffles. Mike won Lindor Chocolates. Tony won box of Chocolates. Graeme won Lindor Chocolates. Val won Lindor Chocolates. David won a bottle of Mulled wine. Wendy won a bottle of Cava. Barbara won Chocolate Truffles. Judy won a bottle of wine. George won Chocolate Truffles. Chris won the Champagne. Jame won a bottle of wine. Martin won Chocolate Truffles. Wendy won box of Shortcake. Martin won Lindor Chocolates. Jane won Lindor Chocolates. Jess won a box Shortcake. The Kids and runner ups got a bag of Chocolate gold coins. Next were the coffees and desserts while relaxing after the lovely meal. It was so good to see you all enjoy the day and makes being a AO so rewarding, thank you for your support. Not forgetting the four Triumphs we had in the car park they were, Graeme's TR6. Tony's Stag. Mike's 2.5s saloon and James GT6 Mk3.

18th JANUARY - THE GEORGE INN WRAYSBURY.

We are in the Vitesse this evening with a new voltage regulator fitted, but the charge light is still coming on and off during the journey. At the George Inn we are greeted by Bob & Wendy, George B, John P, Edward M & Chris C. We enjoy a lovely meal and talk of Triumphs. Edward made the most of the sunny winters day and had a great drive in his Vitesse, Bob treated his spares Spitfire to a new car cover. Dampness stopped George from driving his Vitesse to the meeting this evening & I need to get a dynamo for my Vitesse. We held a raffle after our meal and our winners were, Wendy won After Eights. George won box of Celebrations. Chris won box of Walnut Whips. John won a Toblerone bar. A lovely evening with great company.

Our next meetings are now:-

1st Thursday of the month at

The Fairmile Inn Cobham.

3rd Thursday of the month at The George Inn Wraybury.

If in doubt or more info please call me on 0777 3623807

UPCOMING SHOWS

MARCH

23rd/25th Practical Classic Restoration Show NEC Birmingham

APRIL

2nd Shalford Easter Fayre & car Show Guildford

8th Farnham Car Show Farnham

15th TSSC AGM/ AO meeting TSSC HQ

20th/22nd Spring Air & Classic Cars TSSC Oxford

22nd Drive it Day Brooklands & UK wide

22nd White Doves Drive it day

Rural Life Centre Tilford

29th New Forest Run TSSC Wessex

Mickey & Julie

NORTH WALES Tel. 01691 600215

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Hi, everybody. Tuesday January 9th was our meeting night at the Trevor Arms, and this had been changed due to the fact that at the December meeting it was agreed that January 2nd was too close to the New Year, and maybe people needed a bit of a gap after the celebrations! We did not attend, however, as we had freezing fog in the North Wales area, and this made the driveways and roads very slippery, plus the fact that vision for driving was extremely bad. We sent our apologies, but decided to stay put. M.G. Joan reported back that the meeting had been well attended, as usual, with the raffle being as good as ever. The forthcoming shows

were discussed, and Joan recorded names of the people who are interested in going to Tatton Park in June, as this entry needs to be sent in early due to the show being very popular.

Tuesday 30th January was our OFFAL run, this being the first one since last October, and organised by M.G. Dave and Marian. We had arranged to pick Joan up, which we did, and then set off to the meeting point, this being The Hollies Farm Shop in Budworth, where twenty-nine of our Chester & Wrexham group had congregated to enjoy the usual teas and coffees. The route plans were handed out, so after the normal morning refreshments we all set off on a beautiful run through the Cheshire countryside. We arrived at the Best Western Forest Hills Hotel, Frodsham, for our pre-booked lunches, which were very much enjoyed. From the hotel you have wonderful panoramic views across the Cheshire Plains and the Mersey Estuary: it takes your breath away. Another lovely day in great company, even the weather stayed dry for us all.

As we have said before, January is always a quiet month, but servicing and repairs are going on out there. Roger needed to move our Stag and she started o.k., so the car was moved out of the marquee, and left running to warm up. She then started to misfire really badly until stopping, and refused to re-start. Roger unplugged the coil to distributor cable, grounded it from the coil, and the spark was fine. That short H.T. lead had failed, so he then made a new lead and the engine started and ran absolutely fine. It is a good job it failed at home and not on a run, or worse, in Spain, which she is booked for again this year.

That is all for now. Please remember that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m.** We look forward to seeing you.

Forthcoming events:-

March

6th March:- Monthly meeting at the Trevor Arms, Marford.

18th March:- Wheels of Wem, Horseshoes Inn, Tilstock.

23rd - 25th March:- Practical Classic Car & Restoration Show, N.E.C., B'ham.

27th March:- OFFAL.

April

1st - 2nd April:- Weston Park.

2nd April:- Easter Gathering, Gorwelion, Bala.

3rd April:- Monthly meeting at the Trevor Arms, Marford.

14th April:- Wings & Wheels, Sleep Airfield.

15th April:- Wheels of Wem,

Horseshoes Inn, Tilstock.

22nd April:- Drive-It Day.

24th April:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068

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e-mail: alan.gourley@hotmail.com

MUMBLES RUN 28th JANUARY 2018

This time of the year is not always the best for taking classic cars out of their winter hibernation and blasting down the Welsh roads towards Swansea. However it has in recent years been our tradition in this part of the world to do exactly that. Our Club motto in this part of the world tends to be "What's the point of having it if you don't drive it".

We have all been very busy as well with restoration work on my Stag and Bern has been doing some miracle work on a

South Wales Continues

very early Mk1 Spitfire 4 belonging to John Cronin. At the same time he has been working on his project to upgrade his Standard Vanguard Phase III Vignale to front discs which is a project so near and yet so far. I am confident he will get there when Crazy George has time to explain how it shouldn't be done; it's always good to have a good advice from someone who hasn't a clue as a point of reference.

Also in the news this month, it looks like we may have closed down another meeting venue as the Six Bells appeared to be closed for our latest club meet and as I was unable to attend that evening Bern swung into action and diverted the club to The Lighthouse at short notice. The landlord has stipulated that if there is any sign of a reduction in his monthly takings we are barred with immediate effect. Seems like a fair deal considering our track record.

We will have to see how it goes. What about The Mumbles Run I hear you cry? For those who are not familiar with the layout of Wales the Mumbles is not a student Friday night condition, but a small popular coastal resort just west of Swansea on a small peninsula which is home to an amusement arcade and a well-used and decorated RNLI lifeboat. Unfortunately at short notice I was unable to attend so I handed over the Club scribing duties to Emma my secretary and organiser for the younger members of the club.

MUMBLES RUN REPORT BY EYE WITNESS EMMA

Hi all, it's me Emma, writing the report of the first car run of the year! I am writing this as AO AI is encouraging the younger members i.e. me to play a fuller part in the club. I think its abuse of power and I'm going to report him to the Chief Hubcap in Lubingham. Anyway back to the task in hand. I will be keeping this run report short and sweet but sugar free - a bit like the run itself!

Amazingly 17 members turned up in all in 3 classics and 5 moderns. The classics (heroes) included Bernard and Jack in Bern's TR4A, Mo and Eddie in their Herald and Paul and Barbara in their Vitesse. We did have to stop as we almost got there as the TR4A broke down (or as Bern called it "An electrical foible"). I think that's what he said? This was soon fixed by bypassing the fuse box or connecting everything to the battery until it worked. We all got there safely after that though! The venue was a little busy; however the food was alright though! Members that attended were: Me (Emma), Mike the cake, Bernard, Jack, Young Eddie and even younger Mo, Gwyn, Barbara, Tim, Mike the Bass and Sandra, Stuart, Paul G, Dotty, John and Mike Partridge the Monmouth Mafia. A pretty decent number of pretty decent Club Members!

All in all weather was a bit rubbish but that was made up for by the good company. Thanks everyone who attended and I hope the rest of the car runs and shows this year are just as good, if not better!

Emma,
Club Princess X

Thanks to Emma and all those for braving the indigestion and making it a great day out.

Al



WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

I'll start with Stoneleigh, basically it didn't happen, unless some of you went without saying?! - Sorry if we disappointed anyone, but circumstances dictated, what with Trevor's foot, Gary's car and I could not face that long haul, either driving or even as a passenger!

The Wessex New Forest Run is scheduled for the **29th April**, starting at Ringwood long stay/lorry car park at 10.30 a.m. This is a week later than normal, so as not to clash with other events celebrating "Drive it Day".

Due to the increased success we have decided to tweak the format by doing away with the halfway halt as this was a major headache with so many cars! We will combined both halves to make the run about two hours long and will be finishing at Boldre village hall for complimentary tea, coffee & biscuits. This should make for a more leisurely day with more time for picnics and prize giving.

N.B. There is one further point which I should bring to your attention. We have been asked by the owners of Boldre Hall and Field to clarify their position with regard to people bringing their dogs along. They do not encourage dogs onto the site since it is a Sports Field and Children's Play Area. Also, they have had problems with inconsiderate owners not keeping their pets under control and not clearing up after them. Whilst they accept this does not involve any of us, we have been asked to make everyone aware of the position. Hence, whilst we have no problem with people bringing along their pets, we have to ask that if you do so, you keep them on a lead and please clear up after them. This seems to be the general policy nowadays and understandable to protect the health of other users and is out of our control.

Other events on the calendar include:-
Basingstoke Festival of Transport 13th May,
Beaulieu Spring Auto-jumble 19th - 20th May.
TRDC Road run to Milestone Museum 10th June.
Bicester Flywheel Festival 23rd - 24th June.
Classic Le Mans 6th-8th July,
Silverstone Classic 20th - 22nd July,
Breamore Show 12th August.

This is just a brief summary, hopefully this will be added to as the year unfolds. If you have any suggestions to include in our "things to do!" please let Trevor know. As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the **Tyrrells Ford, Thursday 29th March**

Martin

WORCESTER

Tel. 07745 299457

www.tssc-worcester.org.uk

Hi Folks Well the calendars have been given out (and the money collected in), we do have a couple left so let me know if you would like one sent out or pop along to the next meeting and collect one for pride of place in your kitchen (or downstairs loo if you're posh enough to have one). There are a few bits and bobs on there for us to do but there's still room for more outings to go on!

A couple of members braved there snow to go to the Malvern Autojumble but strangely more of us managed to get to the Filling Station breakfast beforehand - can't think why.

The **Annual / Christmas dinner** is booked for **Saturday 17th March** so I will get as many of your choices as possible before the next meet and then hopefully get the last of them there.

One last trip out was to Stoneleigh, now for most areas this would appear in the next issue but as Bernie was there and I confessed that I'd forgotten to send a report in (again I hear

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

WEST YORKS . . . NORTH YORKS

you cry!) he gave me the news that as we appeared at the end of the club reports (I knew starting with a W would help somewhere) this could probably be squeezed in - harrah! In my usual way, whilst most people were searching out car panel bargains and carpet sets, I made a useful contact for Americana so should be able to extend my Coca Cola period piece collection nicely. It was good to meet with Ron and Petra our Dutch friends, and hopefully we'll be seeing them at TriumFest along with a couple of others.

I think that's it for now, just a small reminder that if you're doing **Drive It Day** with us you do need to get a ticket from the **Classic Hub, Bibury**, they are free but they need to know numbers.

TTFN

Vicky

WEST YORKS Tel. 07944 909823
www.tssc.org.uk/westyorks

The Dales Run 8/9/10 June. The first trial run was started on sun the 3rd of Feb, we had a good run up to Dent after a pot of tea, got part way but we had to turn back as roads were blocked with snow and ice so we gave up for the rest of the run but we still had a good day out. **Drive - IT - Day on the 22nd April 2018** is Booked at the **York railway Museum**, this will be a good day out as there is New Stuff to look at, a good place to go if it is raining!

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Alan

TSSC AREA NEWS



NORTH YORKS Tel. 0776 6354449
email: 72stag@gmail.com

Hi all, life is as manic as usual, so little time for a write up. Here is a quick breakdown of what we have planned so far this year. I will try and keep the same thing in the mag all year so people can keep informed. Please be aware that things do get altered! If you are attending an event and are not regular to the meetings, please let us know you are coming so we can keep you informed.

It's busy times ahead, so here goes. If you do want to be more informed, contact Richard at 72stag@gmail.com and join our Facebook page - TSSC North Yorkshire

Tuesday 27th March - Club night
Sunday 22nd April - Drive it day, run to the coast, contact Richard for more info
Tuesday 24th April - Club night
Tuesday 22nd May - Club night
Friday 8th to Sunday 10th the Dalesrun camping weekend - see advert
Tuesday 26th June - Club night
Saturday 14th to Sunday 15th July - 60's Fest at NYMR
Tuesday 24th July - Club night
Tuesday 28th August - Club night
Friday 14th to Sunday 16th - end of year bash - venue TBC
Tuesday 25th September - Club night
Tuesday 23rd October - Club night
Tuesday 27th November - Club night
December - Meeting / Christmas meal to be arranged

Rich



TSSC ESSEX AREA

40TH BIRTHDAY CELEBRATIONS

Fri 6th – Sun 8th April 2018

STAY AT: The Campanile Hotel, A127 Southend Arterial Road, Pipp's Hill, Basildon SS14 3AE

A Weekend of Enjoyment & Celebration

Friday : Meet & Greet at Hotel

Saturday : Drive out, Buffet lunch then back for evening dinner & 1970's Themed Disco

Sunday : Drive out to North Weald Airfield

As we are Celebrating our 40th Year we will be collecting for Essex & Herts Air Ambulance

For more information : Email miketitchen@aol.com or Awjannaway@hotmail.com

WEST YORKS . . . NORTH YORKS

you cry!) he gave me the news that as we appeared at the end of the club reports (I knew starting with a W would help somewhere) this could probably be squeezed in - harrah! In my usual way, whilst most people were searching out car panel bargains and carpet sets, I made a useful contact for Americana so should be able to extend my Coca Cola period piece collection nicely. It was good to meet with Ron and Petra our Dutch friends, and hopefully we'll be seeing them at TriumFest along with a couple of others.

I think that's it for now, just a small reminder that if you're doing **Drive It Day** with us you do need to get a ticket from the **Classic Hub, Bibury**, they are free but they need to know numbers.

TTFN

Vicky

WEST MIDLANDS Tel. 07505 110922

First thing, can apologise for the lack of news recently, I have been unable to attend meetings because of works commitments, which end at the end of February (I managed to escape for one meeting this month). Retirement looms, so apart from travel plans I should be at most meetings. We had the annual vote for area organiser and as no-one volunteered I guess it's down to me for another year.

We had a great post Christmas meal, we decided that post Christmas us the way to go considering the mayhem in December, a local carvery met our needs very well, no complaints from anyone and £7.59 per head + drinks didn't exactly break the bank.

We have plans for the year, this weekend in February is Stoneleigh where we will meet most of our friends.

West Midlands area is a busy area, plans are on going for drive it day in April, we tend to do our own thing and usually end up at a country pub for lunch. Fellow member Phil is arranging an event in conjunction with the RAF Discord Air Show, we are hoping. For 100 classic cars, and 16 Spitfires. (a squadron) We are trying to find a Messerschmitt to chase around lol. For further updates watch this space!

32 brave souls braved the cold and snow to meet at the first Tuesday although there was a conspicuous absence of Triumphs on the car park, plenty of subjects were covered from pick and key issues to clutch problems, there is a wealth of knowledge and experience amongst the group members. Three clubs meet together and we run along quite well. All the best

Chris

WEST YORKS Tel. 07944 909823

www.tssc.org.uk/westyorks

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Alan

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

TSSC AREA NEWS



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email: 72stag@gmail.com

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Rich



Spring Air & Classic Cars

Camping Weekend

20-22 April 2018
Inc. Drive It Day

Join TSSC Oxford area for a weekend of camping and motoring history. Camping Fri-Sun @ Camping and Caravanning Clubsite behind The Duke in Clifton, OX15 0PE

Friday: Arrive and pitch, meet and greet. Enjoy the evening at the Pub/camping location

Saturday: Scenic route planned to the British Motor Museum @ Gaydon with the option to visit historic locations and the Vulcan V Bomber!

Sunday: Join us on the club stand at Bicester Heritage 'Drive it Day' Sunday Scramble. 100's of cars on display, historic workshops and even the home guard!

For booking forms contact Thomas Cope
imp064@yahoo.co.uk 07972 039532

Camping £10 per night (£15 with hook-up)
Booking highly recommended



TSSC Oxford





NEWSQUEST

Essex & Herts Air Ambulance



TSSC ESSEX AREA

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Awjannaway@hotmail.com

WESSEX AREA PRESENTS

26TH NEW FOREST RUN

Sunday 29th April 2018

All Triumph Cars and their owners are invited to join us again for what has become a must do event in the Triumph calendar.

The Run will start from the Ringwood Long Stay / Lorry Park at approximately 10.30am on Sunday 29th April 2018. It will be the usual leisurely drive through the New Forest and surrounding countryside in the company of other Triumph cars and their owners.

This year the format will change slightly in that there will not be a halfway halt. Instead there will be a Run of approximately 2 hours length which will end at Boldre Memorial Hall where complementary light refreshments will be available.

We hope this new format will provide everyone more time to enjoy your picnics and socialise with other Triumph enthusiasts at the end of the Run.

The day will conclude with the customary Prize Giving around 3.30pm.

If you would like to enter, for more details, please contact Trevor on 01425 475376 or go to our facebook page or go to www.triumphnewforestrun.co.uk where you will find an entry form to download. The closing date for entries is 31st March 2018.

Entries received at this date are not guaranteed and will be at the discretion of the organisers.

We look forward to seeing you and your Triumph on the day.

Contact Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk



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TSSC Oxford



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29th Isle Of Wight Triumph Weekend

May Bank Holiday 2018

Friday May 4th to Monday May 7th

Appuldurcombe Gardens Holiday Park, Wroxall

www.appuldurcombegardens.co.uk

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.
Meanwhile if you have any enquiries please email us at:
tssciow@hotmail.com or call

Elaine on 07842 249591 or Tracy on 07754 751672

SOUTH OF ENGLAND MEET

12TH & 13TH MAY 2018

Sat 12th

Free Chill out day

Sunday 13th

**ALL Triumph Car Show
& Concours**

Autojumble & Stalls

Camping from

Friday 11th afternoon

£5.00 Per Night TBC

Entry - Pay on the Gate

£5.00 Per Person TBC

FREE Entry for children under 16.

FREE Autojumble pitches.

FREE Concours - All Triumph cars

TSSC Club Shop

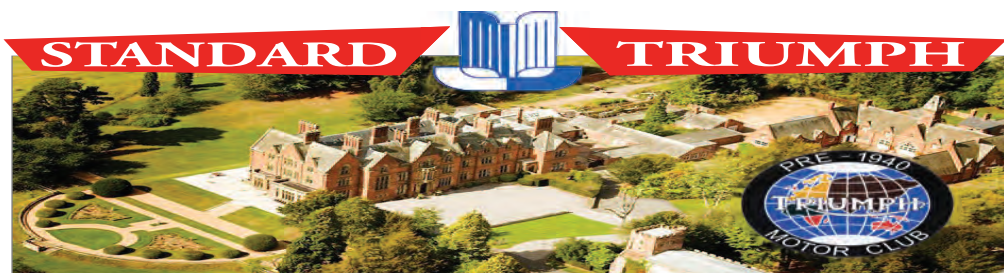
Insurance Valuations

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**



For more information contact Mickey Hazell
Telephone. 07773 623807
E-mail: chippymickey@yahoo.co.uk

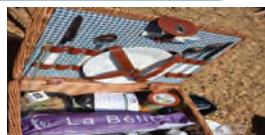


PICNIC & HOG ROAST 2018

Sun 13th May - Wroxhall Abbey, Warwick.
Hosted by the Pre-1940 Triumph Motor Club

The picnic is to celebrate the 95th anniversary of the first Triumph car, the 10/20, from 1923. **ALL Triumphs & Clubs Welcome**
The format is simple - turn up in your Triumph (10am to 4pm) with a picnic and marvel at the range of Standard and Triumph cars assembled on the lawns of this historic venue. Dating back to the 12th Century and once the country seat of Sir Christopher Wren, Wroxhall Abbey is not only a beautiful country house hotel in Warwickshire, but one of the most historic. For those without a picnic there will be food available including a hog roast.

Wroxhall Abbey Hotel & Estate
Birmingham Road, Wroxall, Warwickshire. CV35 7NB

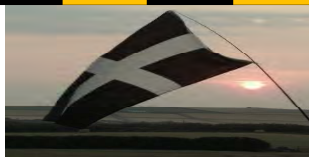


C

OME AND JOIN US AT OUR CAMPING AND
CARAVANNING WEEKEND 2018



penmarlam
caravan & camping park



Bodinnick Fowey

22nd to 24th June

**£17.50 per night per
pitch**

To Book please contact

Cornwall Area Organiser

Carol Coventry

07979464643

Email carol.63@hotmail.co.uk



New Dalesrun 2018

8th, 9th & 10th June

**The 2018 Dalesrun will be based at High Laning Camping and Caravan site,
Dent, Near Sedburgh, Cumbria, LA10 5QJ.**

We will be taking you through some of the most wild and scenic areas of the Yorkshire Dales.

Eligible cars – you are welcome to take part in any vehicle, as long as it is capable of keeping up with a Triumph from the 1960's. The run will be segregated into Triumphs, then other classics with the more modern cars at the rear. Anyone is welcome - the event is primarily to raise money for our chosen Charity which for 2018 is the Yorkshire Cancer Centre (Bexley Wing) at Leeds General Infirmary.

Saturday evening entertainment has once again been organised in the Village Hall, so come along and enjoy yourselves and help us raise some funds for the Yorkshire Cancer Centre.

This year we have the following:

Arrival from Noon on Friday 8th June.

Check in will not be open before this time.

A scenic Saturday run through the Yorkshire Dales which includes a leisurely lunch stop with pubs, picnic areas and café facilities.

Saturday evening raffle (Donations welcome) including superb entertainment with our very own Alan!

Wind down Sunday including a treasure hunt (on foot!) Discounted rates. (Only if booked through us)

Completely separate area on the campsite.

Complimentary tea/coffee/squash all weekend.

Dog friendly site. (Must be kept on leads)

The site accepts tents, caravans and motorhomes.

AS ALWAYS, PLEASE ARRIVE WITH A FULL TANK OF FUEL! WE WILL NOT MAKE A STOP FOR REFUELLING

Please note: If you are bed and breakfasting there is a £5 per day charge for parking on the camp site. We recommend you park in the free parking organised by your B&B.

Any other general queries regarding the weekend, please contact Richard on 0776 635 4449

Our preferred method of payment is BACS to Miss C J Allen, 53-50-52, 13057022.

Please add your Vehicle Registration Number as a reference.

Paypal payments:- Please add your Vehicle Registration Number as a note and send as "friends and family" to: callenc@btinternet.com or

Tel Candi on 0781 046 1252 for alternative methods of payment or any booking queries.

Name(s) : _____ Address _____

Tel: _____

e-mail: _____ Club Area _____

Car: _____ Reg No.: _____

2018 Camping Prices

Tent or caravan (inc 2 adults and 1 car) - £21 per night

Motorhome (inc 2 adults) - £18 per night

Small Hiking tent (single occupant) - £9 per night

Extra adults - £2 per night

Extra children - £1 per night

Dogs - £1 per night

Extra cars - £3 per night (First car free per pitch)

Electric hook up - £4 per night

Are you staying in a Tent/Caravan/Motorhome? (please circle)

Camping Friday _____ Camping Saturday _____

(Please tick for night/s you are staying)

Total per night for camping

£ _____ x _____ nights = £ _____

Weekend price PER CAR taking part in the run is £10

Grand Total £ _____



Derwent Valley's

30th Peak Run Weekend

21st to 25th June 2018

Friday night a warm welcome at the campsite with evening activities.
Saturday campsite based activities in the morning and a drive out in the afternoon.
Saturday night is the usual Party Night at the campsite.

This year's Party Night theme is Gypsies, Tramps and Thieves.

Sunday 24th June is the day of the 30th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 21st until noon Monday 25th June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at www.peakrun.weebly.com for more information.

Name
Address
.....Postcode
Phone Nos. Email
Car Make Model Reg. No.

Package	Rate	Tick Below
Weekend and Run with up to 4 nights camping.	£50 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with 1 nights camping.	£30 per car and 1 tent/caravan	<input type="checkbox"/>
Stand-alone Event Shelter / Gazebo	£20 fixed price per unit	<input type="checkbox"/>
Weekend and Run excluding with no camping.	£20 per car	<input type="checkbox"/>
The Sunday Run only.	£10 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to **Derwent Valley Area TSSC** to:

**Peak Run 2018, c/o Kim and Paul Dale,
Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.**

Telephone Enquiries:
Kim and Paul Dale - 01335 345784



**Leicestershire and
Rutland Area**
Triumph Sports Six Club



You are cordially invited to the
33RD SUNSHINE RALLY

3rd – 5th August 2018

We will be at our NEW VENUE
GREETHAM COMMUNITY CENTRE
Great lane, Greetham, LE15 7NG.

An immaculate community centre with very comfy lounge and full bar. Flat very sheltered pitches (no electric hook ups) less than a 5 minute walk to Greetham village with 2 pub restaurants

Camping Friday 3rd & Saturday 4th with option for additional nights

Friday night

Warm welcome, meet old friends and make new ones.
Have a go at our light hearted quiz. Bar 6-midnight.

Saturday

Optional planned casual drive around stunning Rutland and Rutland waters.
Places of interest to visit inc shopping eat/drink. Launde Abbey coffee stop.

Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more. Bar 6-midnight.

Sunday

Coach trip to medieval market town for short treasure hunt and lunch or shopping. Back to sitellor park & pose car show. Raffle prizes.

2 nights inclusive £35 perpitch.

Extra nights Thursday or Sunday £12. FULL BBQ £6.50
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)

All profits to be donated to charity.

For more details & booking form contact:

Jan 07799804415 j.mushialli@ntlworld.com

Neil 07530307371 triumph20002500stagg@gmail.com

Dave 07770650802 davesmith.triumphtph@hotmail.co.uk



BSC Herts & Beds Area
Present the 25th
ALL TRIUMPH & CLASSICS DAY
at
at DUXFORD



THE TRIUMPH
SPORTS SIX
CLUB





Event Tickets
Adults & 15+

£14.00 each

5-15 £6.30 each

0-5 FREE

Full site access

100 Years of Duxford

TSSC Club Shop

Refreshments as usual

Prize draw

Location

Jct10. M11

Sat Navs use

CB22 4QR

Discount entry Kiosks close at 2pm
Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

SUNDAY September 9th 2018

Gates open 10 am - Close 6pm

To qualify for discounted admission, arrive at the event kiosks - IWM main entrance!!

before 2pm and be in your classic.

Or present this advert or your valid car club membership card.

TSSC COUNCIL OF MANAGEMENT 2018

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - IT Lead



Bernard Robinson - Business Manager



Jane Rowley - Social Media



Neville Wright - Legal Lead



TSSC HQ TEL. 01858 434424

Membership. **Angie Hill** - info@tssc.org.uk



Accounts. Trudi Prettyjohns - trudi@tssc.org.uk



Shop Team. Chloe Parker - chloe@tssc.org.uk



TSSC HONORARY MEMBERS

Chris Allen. Dennis Barbet. Dave & Sue Bayliss.
Trevor Collett. Martin Cox. Mike Crewes. Eddie Evans.
Dave Gleed. John & Pam Griffiths. Leon Guyot.
Pip Flegel. Michael Hancock. John Macartney.
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.
Frank Spencer. Paul Swanson. Peter Williams.



TSSC
MEMBERS
Parts
Accessories
Regalia



Free Technical Advice Service
to help you select the
Parts YOU need

E-Mail : clubshop@tssc.org.uk or Tel. 01858 434424
Visit the Club Shop and Save Postage at TSSC HQ
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
or order all products Online 24/7 at

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